**RAIL**

- Design should accommodate existing MUNI train layover space needs and maintenance requirements, and must account for existing safety standards and regulations.
- In central space (blue half-circle below turnaround tracks), pedestrian access would be restricted. After an evaluation period, some of this area could potentially be opened to pedestrians, pending evaluation results.

**BUS ROUTES**

- Design needs to accommodate all existing MUNI bus routes, including "deadhead" routes that don't carry passengers.
- The 7-Haight/Noriega deadhead route can be adjusted as shown to enable full MUNI access with a minimized disturbance to the central area.

**EMERGENCY ACCESS**

- Design needs to allow for full emergency access to and from Judah and La Playa in all directions, as shown in turn templates in red and orange.
- 20 feet clear unobstructed space is required for full emergency access.

**PARKING**

- Design must consider trade-offs to the amount of on-street parking to make possible new public space in the public right-of-way.
- Today there are 78 on-street parking spaces in the area shown at left.
- Existing on-street parking currently uses all available curbside public right-of-way space (excluding crosswalks, driveways or the MUNI right-of-way), limiting the curbside area that could be used for public space.
- Of the existing 78 spaces, 2 are green zone loading spaces fronting Java Beach Cafe, while many spaces have time restrictions prohibiting parking from 12-6 am, vehicular habitation, and parking vehicles over 6 feet high.
APPLES TO APPLES: IDEAS WE LIKE

SIMILAR PROJECTS THAT CREATE NEW NEIGHBORHOOD SPACE

JANE WARNER PLAZA IN CASTRO

IDEAS WE COULD INSTALL

GROUND MURAL/WALL MURAL

GATEWAY & WAYFINDING SIGNAGE

SEATING/GREENING

BIKE PARKING & SURFBOARD STORAGE

TALK TO US ABOUT IDEAS YOU LIKE:

SHOWER STATION FOR SURFERS

Days: get hit by cars across Gold Coast. Support Tunnel Budget? Minimal liability to safety. Fill the Dewey Steps problem. Let's see the stars at night?

Like the chicane in Rio. No additional cost. Garnering 4 performances. 50urb community. It's important to collaborate at some point. In the near future. Let's make El Matador cleaner & accessible.

great beaches!

More trash management of long receptacles

LA PLAYA PED IMPROVEMENTS PILOT PROJECT
**TRADE-OFFS: HOW TO MAKE IT HAPPEN?**

**EXISTING TRAFFIC MOVEMENT**
- Pedestrian-vehicle conflict points: 23
- Public space: La Playa Park in the median
- Vehicle volumes: 300 to 500 vehicles per hour during peak hours
- Pedestrian volumes: 200 to 400 pedestrians per hour during peak hours

**PROPOSED TRAFFIC MOVEMENT**
- Pedestrian-vehicle conflict points: 9
- Northbound one-way traffic on La Playa
- 7 spaces per participant
- Red speed bump/triple crosswalks

**PARKING/PUBLIC SPACE TRADE-OFFS**
- **Area A: La Playa Park South Temporary Expansion**
  - **Goal:** Increase pedestrian space and improve pedestrian safety
  - **Gain:** Pedestrian plaza and safer pedestrian crossing
  - **Loss:** 6 parking spaces & restricted southbound circulation

- **Area B: La Playa Park North Temporary Expansion**
  - **Goal:** Address Muni car obstruction and pedestrian visibility
  - **Gain:** New pedestrian plaza and safer pedestrian crossing
  - **Loss:** 7 parking spaces & southbound circulation

**STUDIED AND REJECTED IDEAS**
- **Area A: La Playa Park South**
  - Reason for rejection: Public space not usable
- **Area B: La Playa Park North**
  - Reason for rejection: Pedestrian visibility, too signal & a comfort area to pedestrian safety

**ALTERNATIVE PARKING CONFIGURATION (UNDER SFMTA REVIEW)**
- **Area A: La Playa Park North**
  - Reason for rejection: Muni bus lane due to inadequate street width & potential safety issues

**LA PLAYA PED IMPROVEMENTS PILOT PROJECT**

- Train operation hours: 4:50 am to 9:40 am
- Train layover frequency: Average 8 layover trains per hour during peak hours. Each layover lasts 4 min to 11 min.