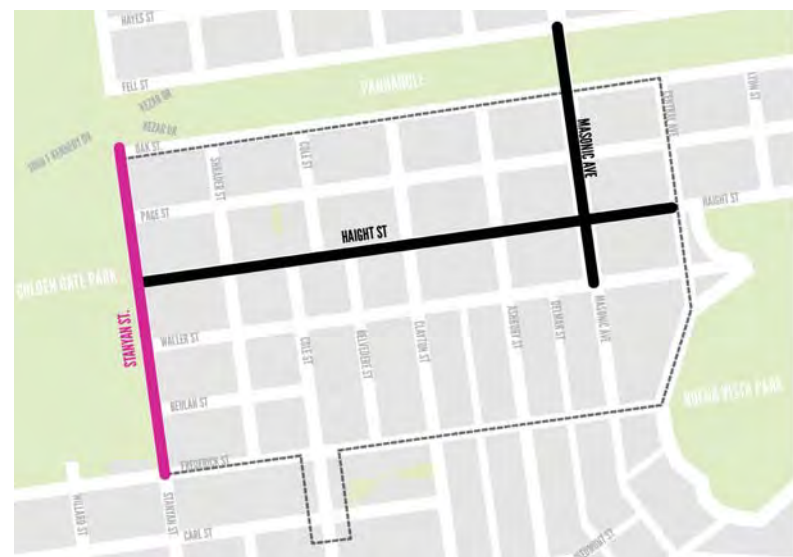


STANYAN STREET



WHAT WE HEARD

Stanyan Street is a primary north/south connector that marks the border between the neighborhood and Golden Gate Park. It is a thoroughway, but is also a barrier for pedestrians.



PEDESTRIAN SAFETY

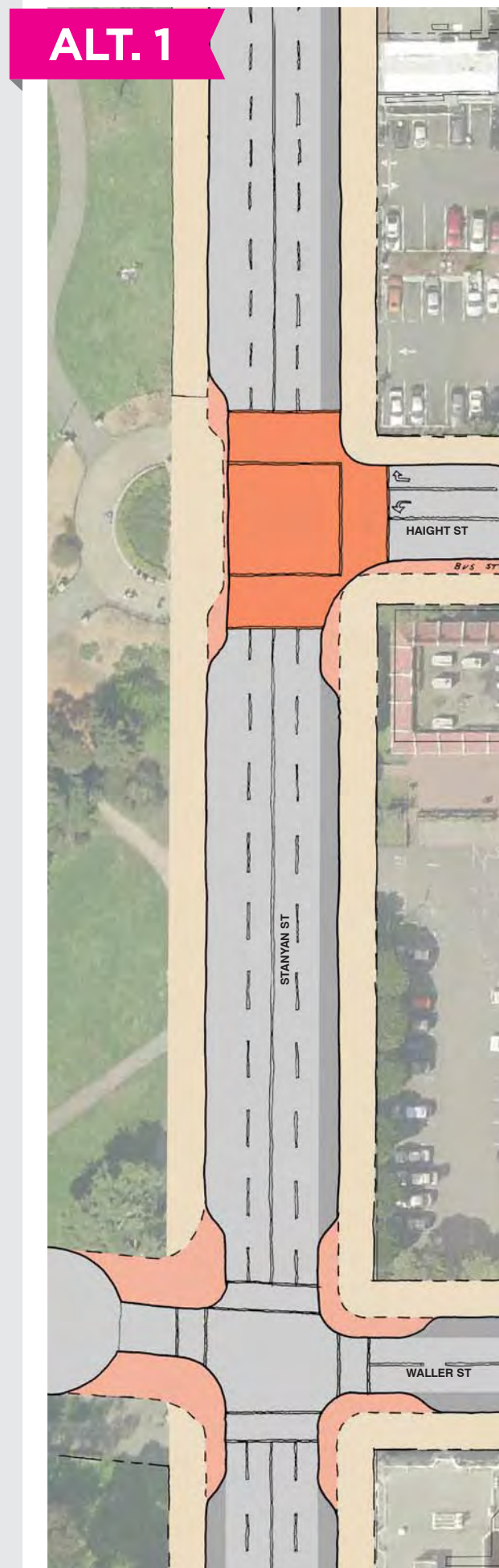
- » Conditions for crossing the street need to be improved.
- » Traffic moves fast.
- » Street is overly-wide.
- » Signal timing encourages fast traffic.
- » More space needed at southwest and northwest corners of Haight, which are gathering and highly used transit spaces.

TRANSIT

- » Transit service should be maintained, and existing transit facilities should be improved.

BICYCLE SAFETY

- » Bicycle facilities should be considered as an alternative to circuitous park route.



PEDESTRIAN SAFETY

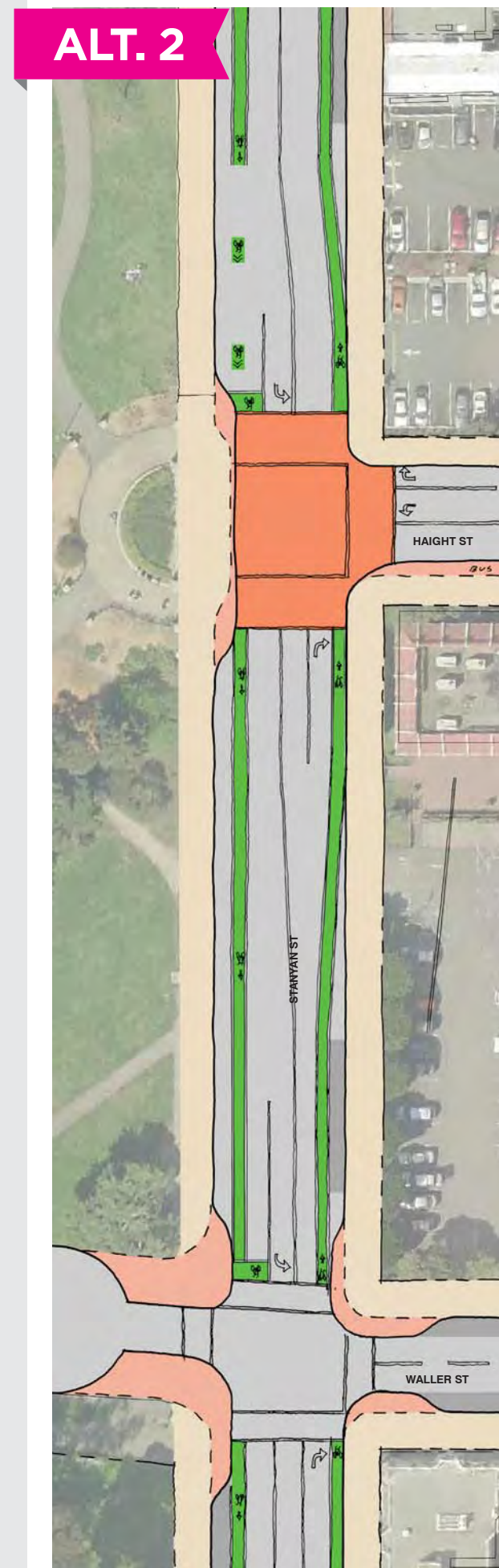
- ✓ Pedestrian Safety
- ✓ Landmark Intersection

PROS

- » Shortens crossing distance across Stanyan and increases pedestrian visibility
- » Maintains existing parking on both sides of street
- » Provides expanded space for terminus landmark and/or park entry
- » Creates plaza entry to Waller leading to current market/bike training area
- » Provides visual and physical transition into residential core through the narrowing of intersections

CONS

- » Slight reduction of parking at corners due to sidewalk extensions



PEDESTRIAN SAFETY + BICYCLE LANES

- ✓ Bicycle Infrastructure
- ✓ Pedestrian Safety
- ✓ Landmark Intersection

PROS

- » Provides bicycle facilities along Stanyan
- » Shortens crossing distance across Stanyan and increases pedestrian visibility at some intersections
- » Provides expanded space for terminus landmark and/or park entry
- » Creates plaza entry to Waller leading to current market/bike training area
- » Provides visual and physical transition into residential core through the narrowing of intersections

CONS

- » Reduction of parking due to sidewalk extensions and turn lanes
- » Potential to increase congestion, which would delay Muni routes 71 and 33



PEDESTRIAN SAFETY + PARK INTEGRATION

- ✓ Park Edge
- ✓ Pedestrian Safety
- ✓ Landmark Intersection

PROS

- » Provides median 'park edge' to add corridor interest and provide park transition
- » Shortens crossing distance across Stanyan and increases pedestrian visibility
- » Provides expanded space for terminus landmark and/or park entry
- » Creates plaza entry to Waller leading to current market/bike training area
- » Provides visual and physical transition into residential core through the narrowing of intersections

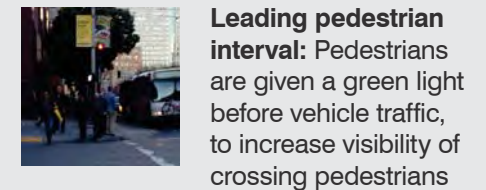
CONS

- » Reduction of parking due to sidewalk extensions and turn lanes
- » Potential to increase congestion, which would delay Muni routes 71 and 33
- » Medians would not be able to extend entire block length at some locations

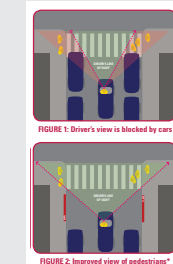


- Existing Sidewalk
- Existing Curb
- Sidewalk extension
- Intersection/Crosswalk treatment
- Parking area

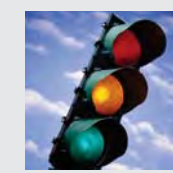
Other treatments that increase pedestrian safety (for all alternatives)



Leading pedestrian interval: Pedestrians are given a green light before vehicle traffic, to increase visibility of crossing pedestrians



Red visibility curbs: at locations without bus stops or bulb outs, red curbs at corners ensure that line of sight is maintained between a driver and crossing pedestrian



Adjusted signal timing: Changes timing of traffic signals to reduce the temptation to race to make a green light

