

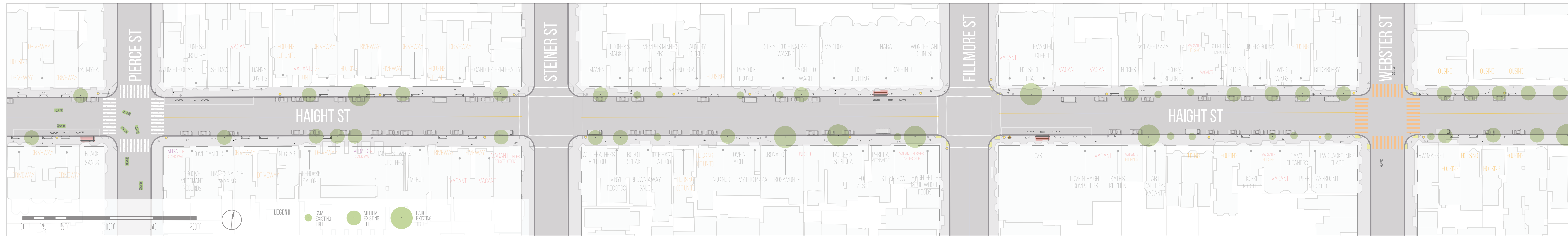
EXISTING

WHAT WE HAVE HEARD SO FAR:

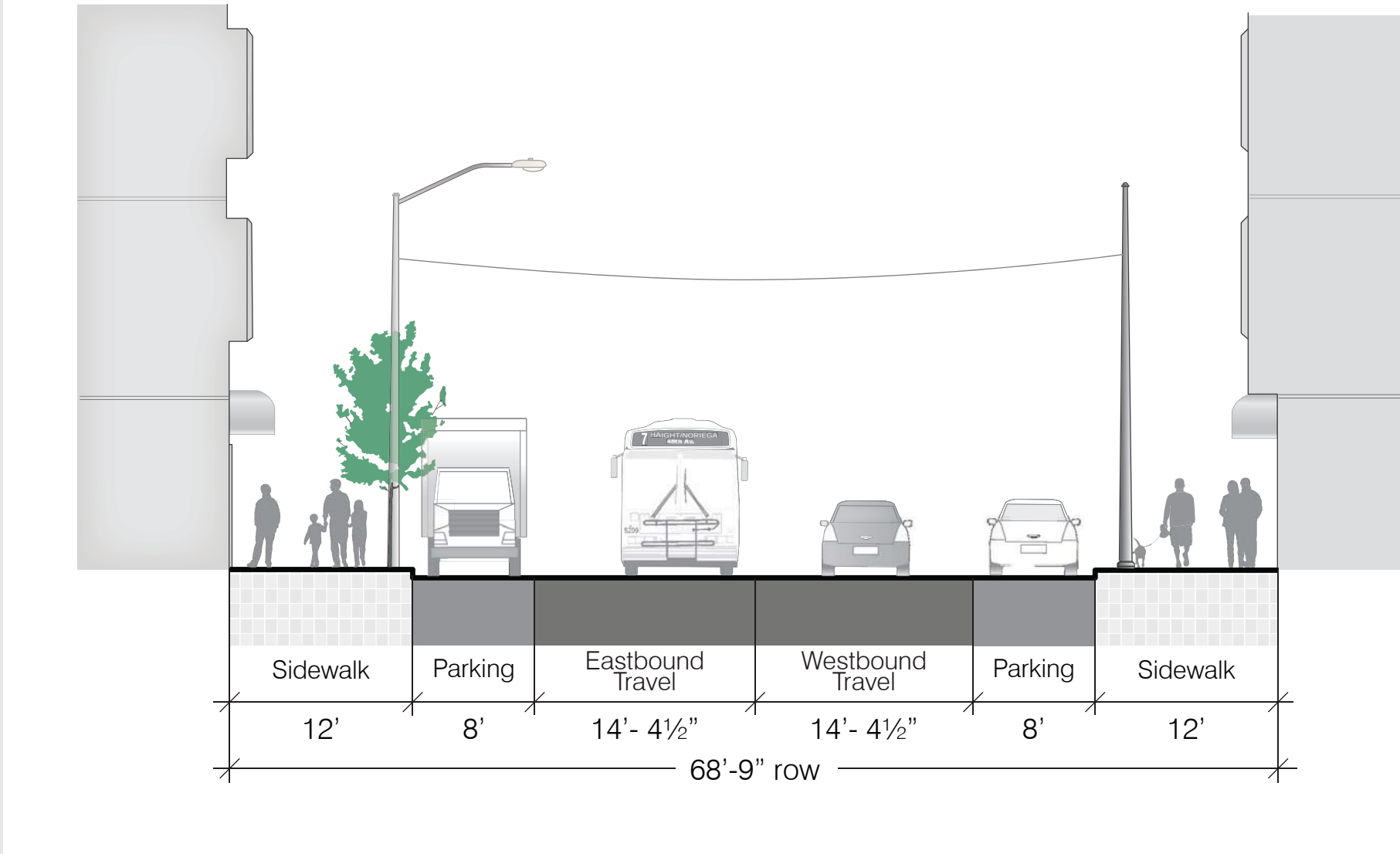
» The Lower Haight Street commercial center, from Steiner to Webster, was identified early on as a key design focus area from the community. The two-block commercial area is a small but critical neighborhood commercial district and community asset.

» The community expressed a strong desire to encourage a vibrant street life of the commercial corridor and help bring out the unique identity the “center” of Lower Haight

» Additional pedestrian and retail space and amenities were desired, as were pedestrian wayfinding, outdoor seating, and lighting



EXISTING | SECTION



GENERAL COMMENTS

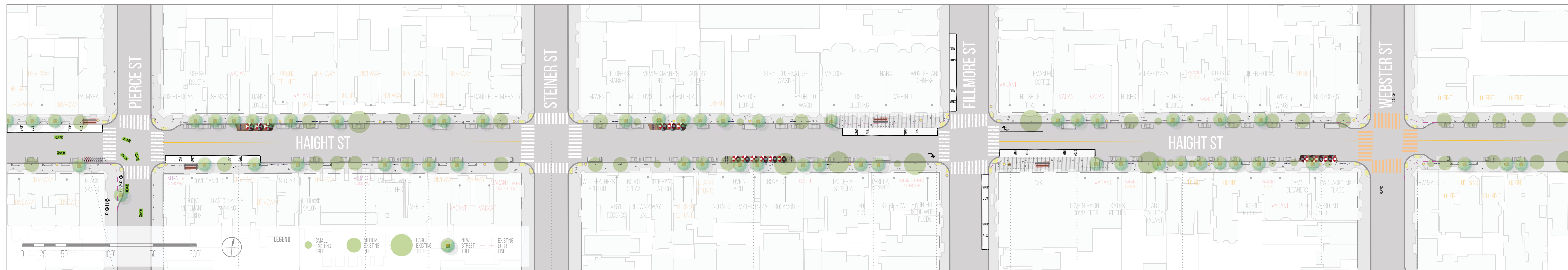
SHORT TERM IMPROVEMENTS

SHORT TERM STRATEGY OVERVIEW:

» Short Term improvements include Muni Forward transit and pedestrian bulbout improvements, with a Walkstop at Fillmore, curb ramp and crosswalk upgrades, and merchant-led interventions to activate public space via new parklets

» Other opportunities to improve the commercial core and the quality and aesthetics of the street environment include public art, infill of street trees and tree grate replacement, and pedestrian-scale lighting

» In all improvements, the neighborhood's unique history and culture should be celebrated with public art or other elements that showcase the neighborhood's identity



KEY DESIGN STRATEGIES

Potential Bikeshare station

Pedestrian bulbouts

Relocated bus stops

Bike racks

Infill street trees

New/upgraded signals

Parklets at key neighborhood-identified locations TBD

Commercial loading zones

Curb ramps at intersections for accessibility

Walkstop

Muni bus bulbouts at Fillmore, with special paving

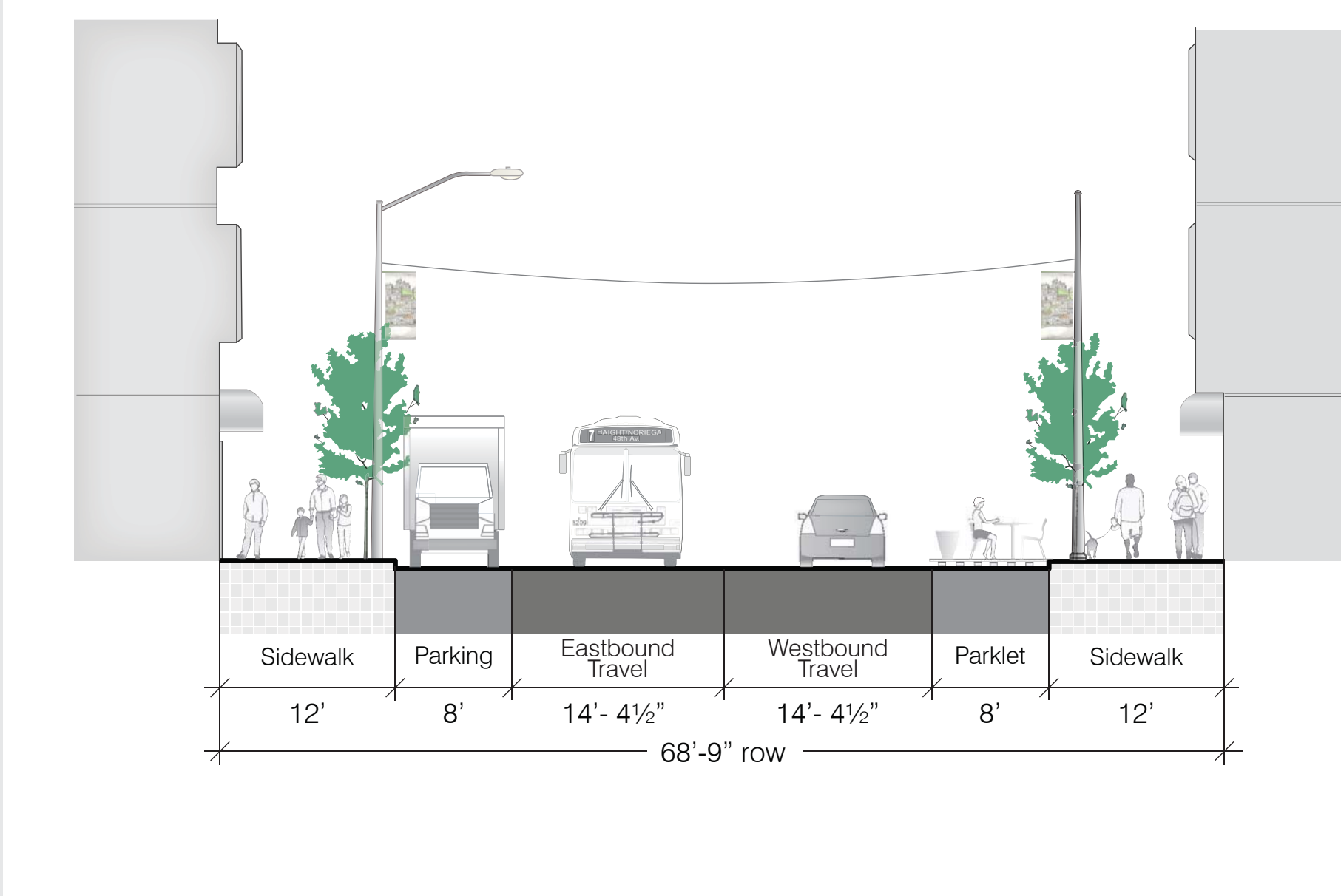
Infill street trees

Parklets at key neighborhood-identified locations TBD

Pedestrian bulbouts

Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

SHORT TERM IMPROVEMENTS | SECTION



SHORT-TERM COMMENTS

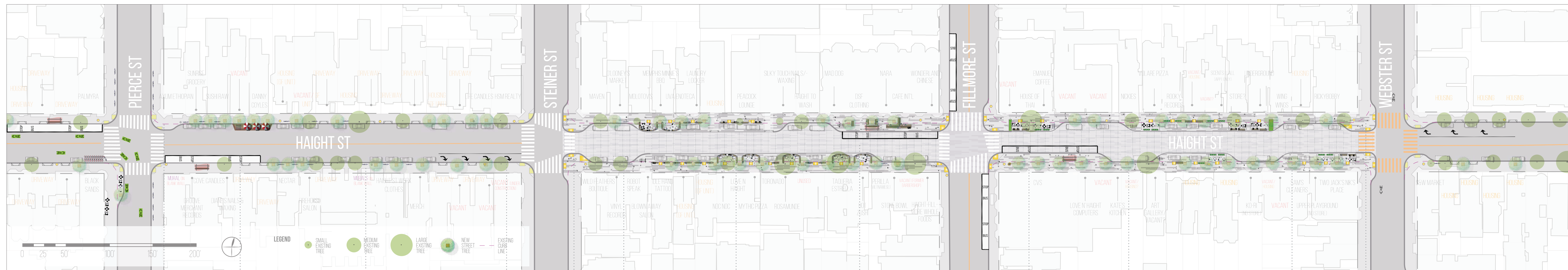
LONG TERM VISION

LONG TERM VISION OVERVIEW:

» With inspiration and feedback from the community on the need for an innovative streetscape design for the commercial core, the proposed design, new to San Francisco, balances the needs for people, vehicles, loading, and transit

» This flexible design offers a “flex zone” along the outer new curb edge that can be adjusted based on the changing needs of the neighborhood and merchants and accommodate space for public life, or parking or loading, as needed

» This design is based on international designs seen in London, Canada and elsewhere. Currently, the flex zones would not be maintained by Public Works; therefore, the liability and maintenance for them would need to be assumed by a strong CBD



KEY DESIGN STRATEGIES

Pedestrian bulbouts

Relocated bus stops

Bike racks

Potential access restrictions

Gateway entry bulbouts

Commercial and ADA loading zones

Flexible sidewalk zones (see block detail board for more!)

Special paving across full width of street

Extended Muni bus bulbouts at Fillmore, with Walkstop

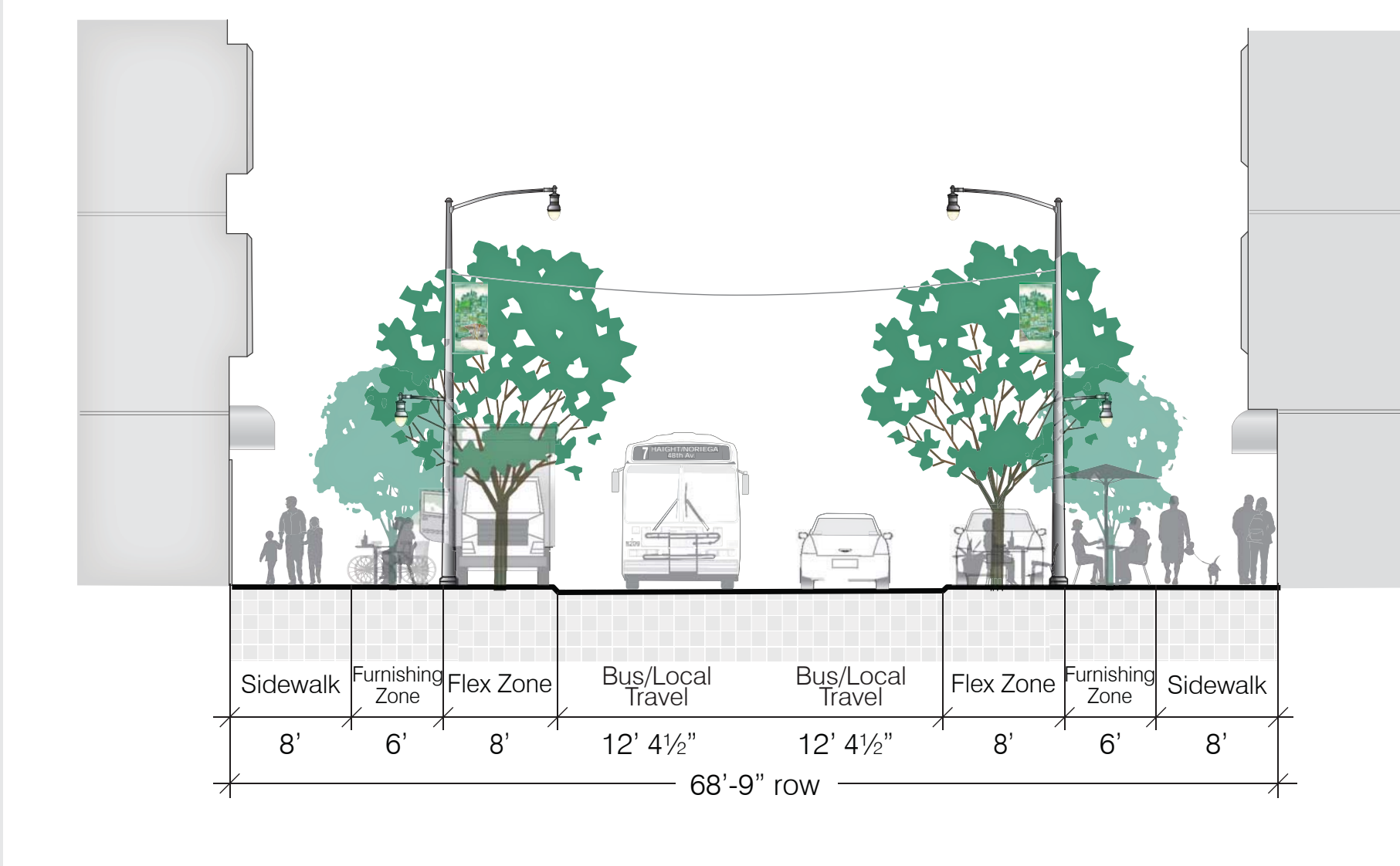
Infill street trees

Corner neighborhood-identified gathering spaces

Gateway entry bulbouts

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LONG TERM VISION | SECTION



LONG TERM VISION COMMENTS