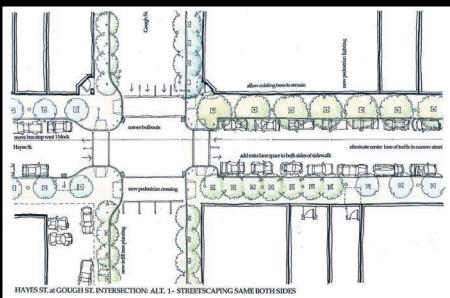
Promenade

Market & Octavia Community Advisory Committee June 17, 2024

Market and Octavia Area Plan

POLICY 4.2.2

Improve the pedestrian character of Hayes Street, between Franklin and Laguna Streets, by creating an **unobstructed, linear pedestrian thoroughfare linking commercial activities along Hayes Street to the new Octavia Boulevard**.



Hayes Street is a special commercial street within the neighborhood. It is at once locally-focused, with small cafes and restaurants, and oriented citywide, with numerous galleries and close proximity to cultural institutions in the Civic Center. It is often alive with pedestrian activity. Between Franklin and Laguna Streets, where traffic rerouting policies allow converting the street back to two-way traffic, the roadway is wider than it needs to be for vehicular traffic. In this area, the City should undertake a future study which would consider factors such as widening the sidewalk on the north side of the street, planting new trees, and installing new pedestrian-scaled light fixtures and benches to create a much needed public open space. Café seating should be allowed to spill out onto widened sidewalks.

Market and Octavia Area Plan

Principle: A successful open space system is carefully woven into the overall fabric of a neighborhood's public streets, taking advantage of large and small opportunities to create both formal and informal spaces for respite, gathering, and recreation.

A **widened sidewalk in the commercial section of Hayes Street** should be studied as a linear open space for strolling under trees and for lingering, linked to the pedestrian promenade along Octavia Boulevard.



Areawide Improvements

Local streets like Laguna, Hermann, Octavia north of Hayes, Buchanan, and others should be reconfigured and enhanced where necessary to encourage walking and slow traffic movement.

They are envisioned as **gathering places** that enhance neighborhood identity as well as public streets.

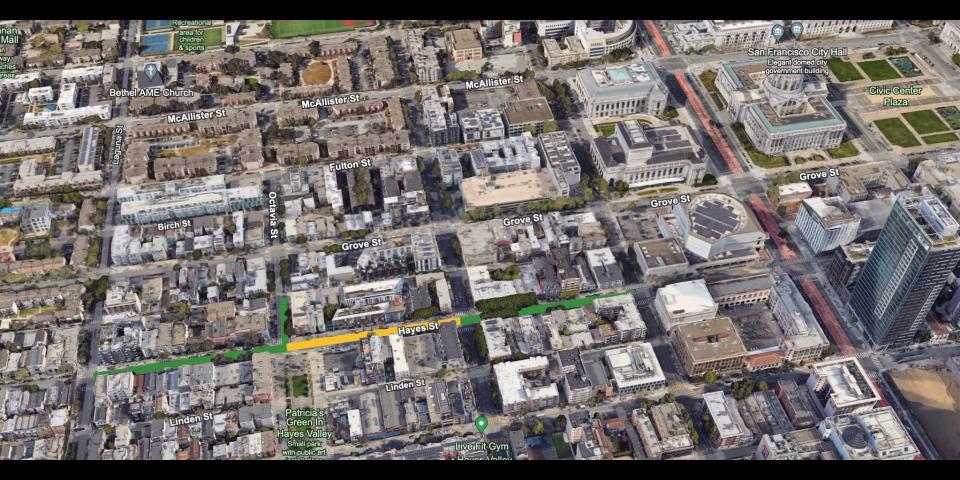
OBJECTIVE 4.1

PROVIDE SAFE, COMFORTABLE, AND GREEN PUBLIC RIGHTS-OF-WAY FOR PEDESTRIAN USE AND IMPROVE THE PUBLIC LIFE OF THE NEIGHBORHOOD.

POLICY 4.1.1

On streets throughout the plan area, there is a limited amount of space on the street to serve a variety of competing users. Many streets have more vehicular capacity than is needed to carry peak vehicle loads. In accordance with the city's Transit-First Policy, **street rights-of-way should be allocated to make safe and attractive places for people and to prioritize reliable and effective transit service—even if it means reducing the street's car-carrying capacity.**









August 2020

Program started on Friday, Saturday, Sunday on 300, 400, 500 blocks of Hayes

July 2021

500 block ended

October 2021

300 block ended

July 2023

City announces end of program

October 2023



1 year permit granted for Friday and Saturday, SFMTA study

Present

Activations and endorsements











Car-free Hayes Street

Started Petition to September 6, 2023 SFMTA and 2 others



Endorsed by

HAYES VALLEY NEIGHBORHOOD ASSOCIATION

PAGE SLOW STREET

HAYES VALLEY for ALL





Lower Haight Merchants & Neighbors Assoc.





Hayes Valley Art Works building community with creativity 450 Hayes HOA













AHLEM AMOUR VERT azil boutique



