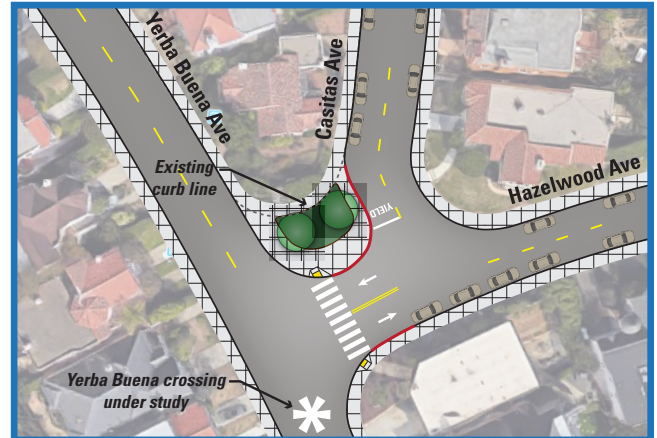


## DESIGN ALTERNATIVES

Consider the following/attached conceptual designs and then provide your feedback on our online survey (link below). These are illustrative diagrams – engineering details including stop and yield signs, ‘no parking’ zones, and crosswalks would be finalized and circulated to the community once a preferred design is selected. Right now, we want to gauge if there’s favor amongst neighbors towards one option. Include your email so we can keep you up-to-date.

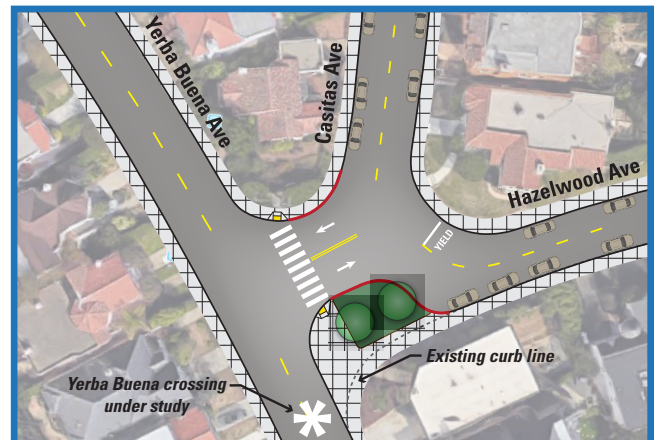
### Option A: Casitas (NE) Sidewalk Extension

- Hazelwood Ave connects directly to Yerba Buena
- Best calms the Casitas Ave approach
- Shortens pedestrian crossing by 50% to ~50 feet
- 2-3 parking spaces removed (see red zones)



### Option B: Hazelwood (SE) Sidewalk Extension

- Casitas Ave connects directly to Yerba Buena
- Best calms the Hazelwood Ave approach
- Shortens pedestrian crossing by 40% to ~60 feet
- 3-4 parking spaces removed (see red zones)
- Most within Hazelwood sewer project footprint



### Option C: Center Traffic Island

- Traffic island channels traffic to/from Yerba Buena
- Most similar to existing intersection geometry
- Minimizes queuing during peak periods
- Shortens pedestrian crossing by 35% to ~65 feet
- 2-3 parking spaces removed (see red zones)



**PROJECT SURVEY:**

<https://survey.sfmta.com/s3/YB-Casitas-Hazelwood>

# EXISTING CONDITIONS



# OPTION A: CASITAS (NE) SIDEWALK EXTENSION



**OPTION B: HAZELWOOD (SE) SIDEWALK EXTENSION**



**OPTION C: CENTER TRAFFIC ISLAND**

