

TRANSIT IMPROVEMENT & PEDESTRIAN REALM PROJECT

STREETSCAPE COMMUNITY MEETING



Meeting Etiquette

Streetscape Community Meeting

- Please sign in
- Please turn off cell phones
- Direct comments to the facilitator
- Raise your hand to speak
- Please limit your comment to one (1) minute and be respectful of all comments
- Please hold all questions for the end



Agenda

Streetscape Community Meeting

- 1 Welcome and Introductions (15 Min.)
- 2 Streetscape Conceptual Plan (30 Min.)
- 3 Feedback/ Discussion (15 Min.)
- 4 Break Out Session (20 Min.)

Stakeholders: HAMA, HAIA, HANC, CVIA



Process to Date

10.24.12	First Public Meeting
09.29.13	Cole Valley Fair
10.23.13	Upper Haight Farmers' Market
02.27.14	Public Realm Plan- Public Workshop
06.11.14	Public Realm Plan- Open House
10.14.14	Haight St. Merchant's Working Group #1
10.20.14	SFMTA Board Approves Rapid Project
10.28.14	Haight St. Merchant's Working Group #2
02.25.15	Public Realm Plan- Open House
02.01.15	Public Realm Plan- Final Report Completed
02.19.16	Focus Group Meeting w/ Stakeholder Groups #1
03.22.16	Focus Group Meeting w/ Stakeholder Groups #2
07.06.16	Streetscape Community Meeting



Alternate Proposal

"Revolutionize Haight" By: Reed Martin/Grand San Francisco



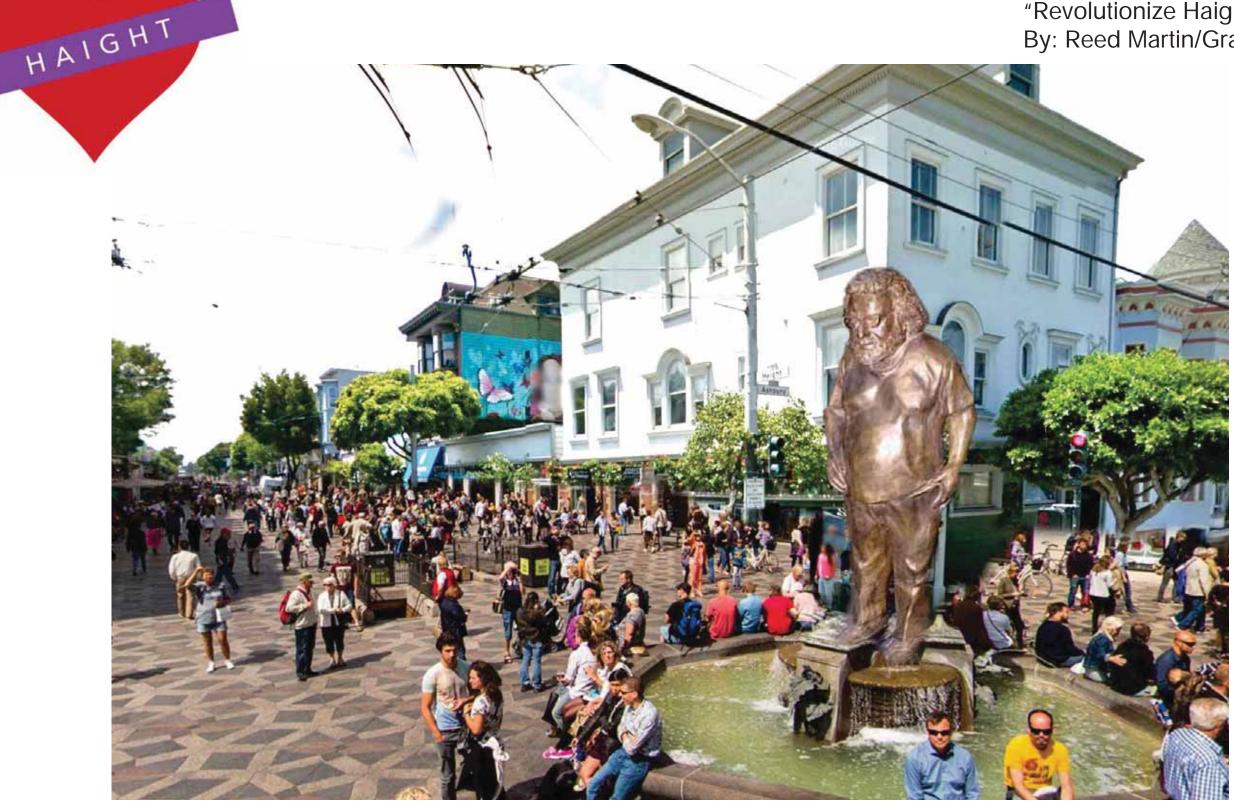
Alternate Proposal



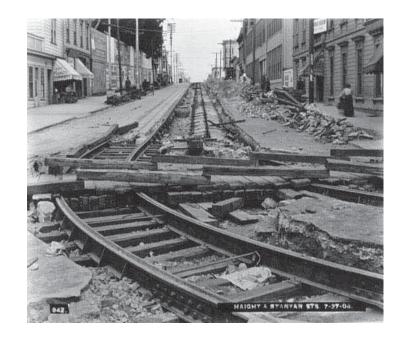


Alternate Proposal

"Revolutionize Haight"
By: Reed Martin/Grand San Francisco







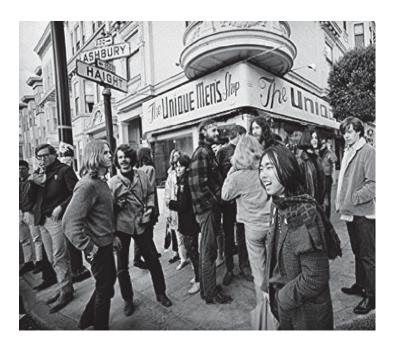




History

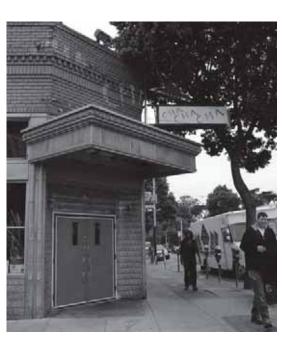
Connected to the Past Moving Towards the Future

The Haight Street of today is markedly different than the Haight Street of past generations but many aspects of the public realm remain relatively unchanged. The narrow sidewalks encountered along Haight Street were built long before the street became the crowded destination that it is today. Furthermore, navigating the residential side streets to arrive at the commercial corridor can be difficult for outside visitors. This neighborhood, perhaps more than any other in our city, will always be associated with elements of the past -- and it is for this reason that the future design of Haight Street must enable the greatest possible degree of flexibility by creating urban spaces that are able to evolve with the changing demands of the neighborhood.

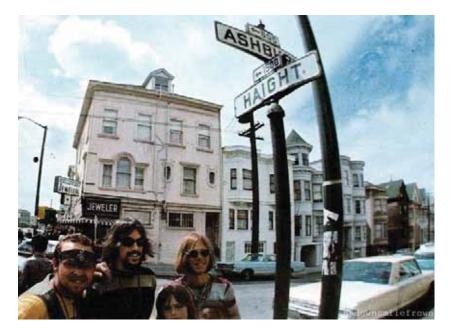














Background

Global Reach Regional Appeal Local Character

The Upper Haight Streetscape Improvement Project encompasses half a mile long urban space which spans one of the most socially diverse and iconic neighborhoods in the United States. Haight Street is a local treasure layered with a history of connection, activism, entertainment, tolerance, community, and counter-culture. The place tells its own story through its distinct neighborhood character, thriving commercial corridor, and the global appeal that brings international visitors to Haight Street every day. Moving forward, we seek to enrich an already compelling story and bring this urban space up to date through new lighting, embedded way-finding, neighborhood greening, and expanded pedestrian spaces. These few simple features allow the narrative of Haight Street to remain connected to the past while also providing the necessary opportunities to shape new stories well into the future.







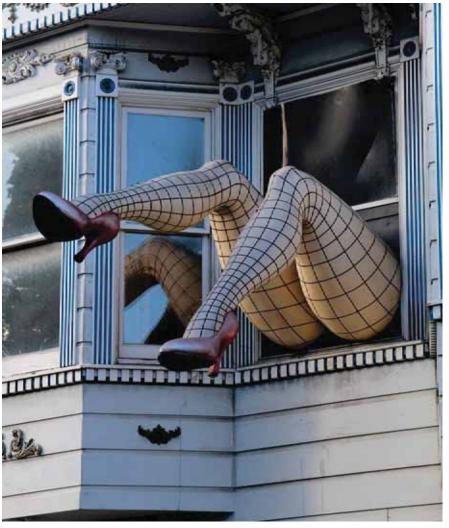


G L O B A L R E A C H











Global Reach

The historical elements and iconic symbolism are features which foster Haight Street's role as an international destination for visitors.



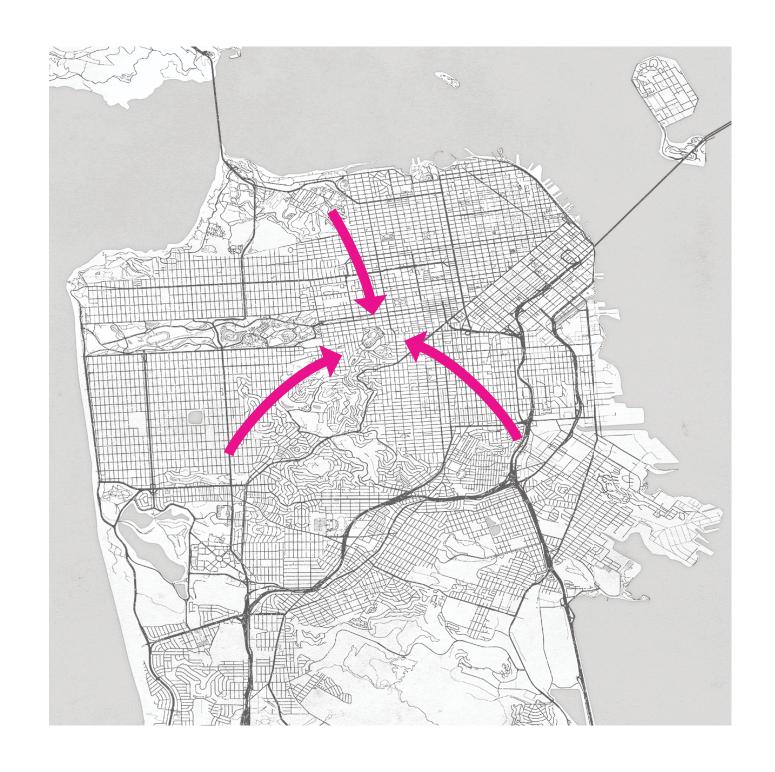








R E G I O N A L A P P E A L











Regional Appeal

The thriving commercial corridor which runs through Upper Haight Street is an essential element in the neighborhood's resilience. Unique retail shops, curiosities, and iconic local establishments will help bring Haight Street into the future.



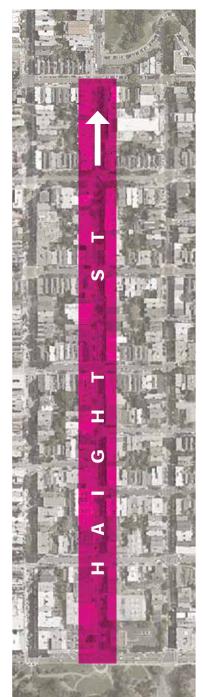








L O C A L C H A R A C T E R



CENTRAL AVE

MASONIC AVE

ASHBURY ST

CLAYTON ST

BELVEDERE ST

COLE ST

SHRADER ST

STANYAN ST









Local Character

The new design should build upon the unique local character already present in the Upper Haight Street neighborhood in order to create a thriving streetscape that all can enjoy.



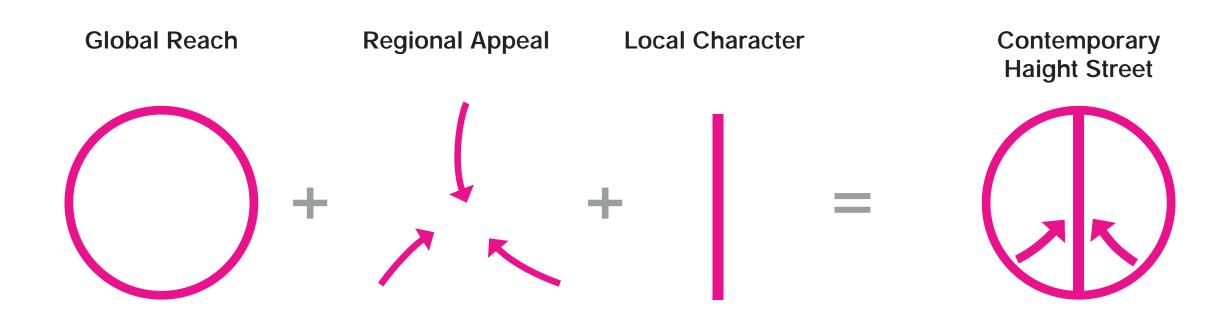








CONCEPT



BEYOND THE SUMMER OF LOVE

The future Haight Street presents an opportunity to draw upon the international, regional, and local elements to carry Haight St. into the future while maintaining significant connections to our historical past.



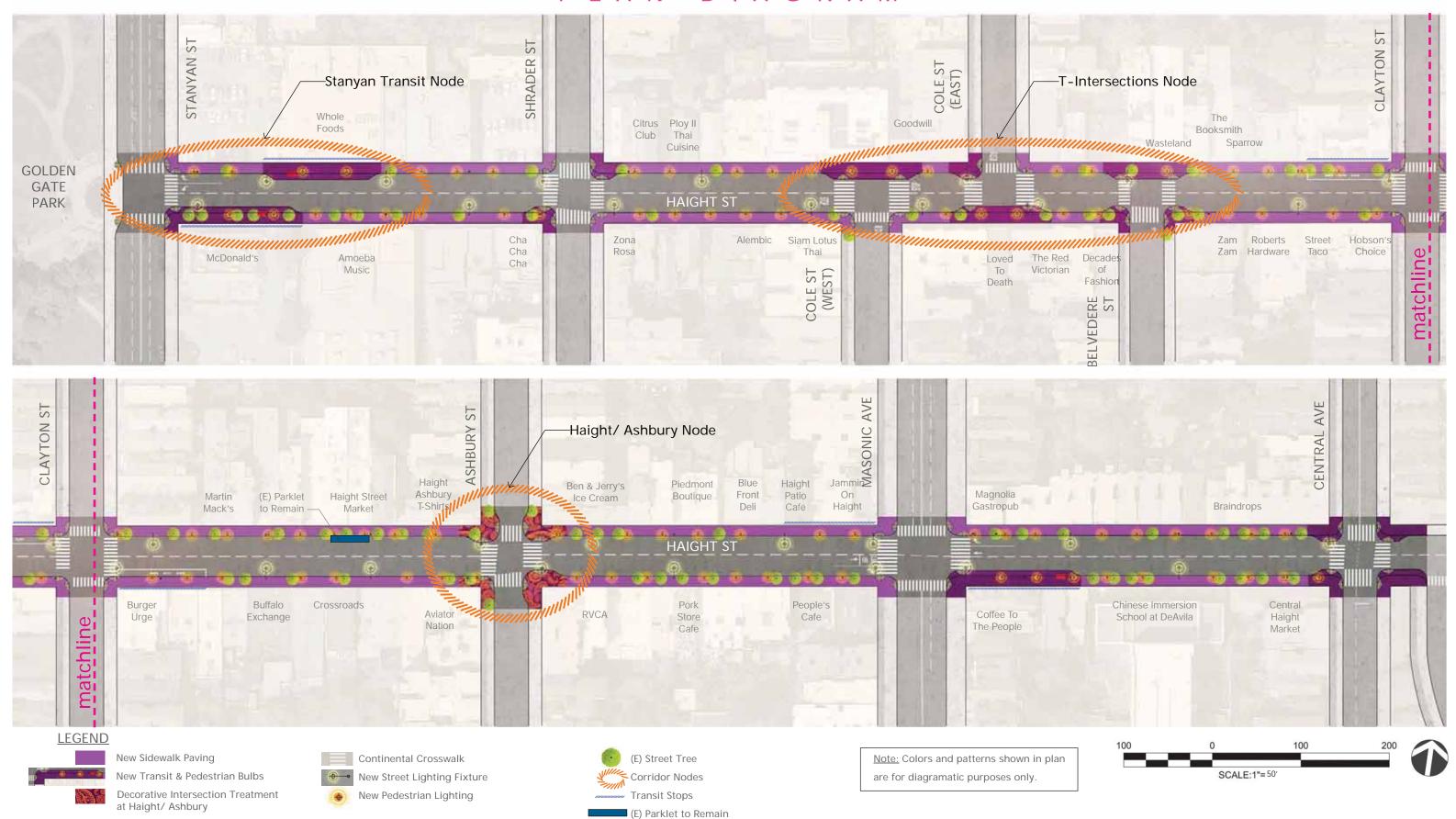
Goals

Haight Streetscape Improvements

- 1. Support the unique identity of the Haight Street neighborhood.
- 2. Further develop the recommendations provided through the Haight Ashbury Public Realm Plan.
- 3. Create a safe and well-lit corridor through pedestrian lighting.
- 4. Review existing urban forest along Haight St. and identify areas of opportunity for future greening.
- 5. Incorporate MTA transit bulbs into the larger streetscape design.
- 6. Celebrate the history of the Haight Ashbury intersection in a contemporary fashion.
- 7. Provide opportunities for the introduction of neighborhood art.



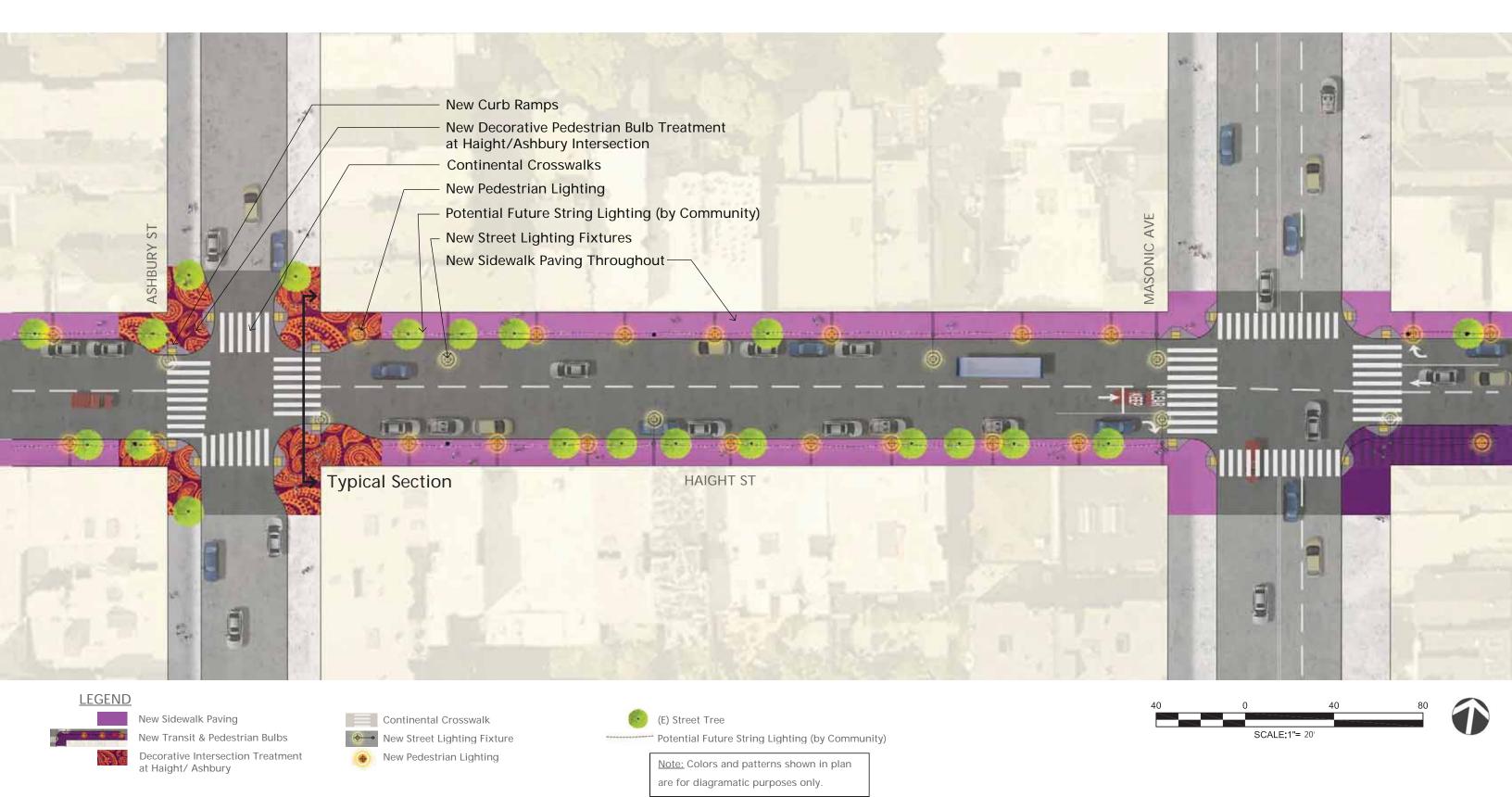
PLAN DIAGRAM





Upper Haight Transit Improvement & Pedestrian Realm Project
Streetscape Community Meeting | 07.06.16

TYPICAL BLOCK

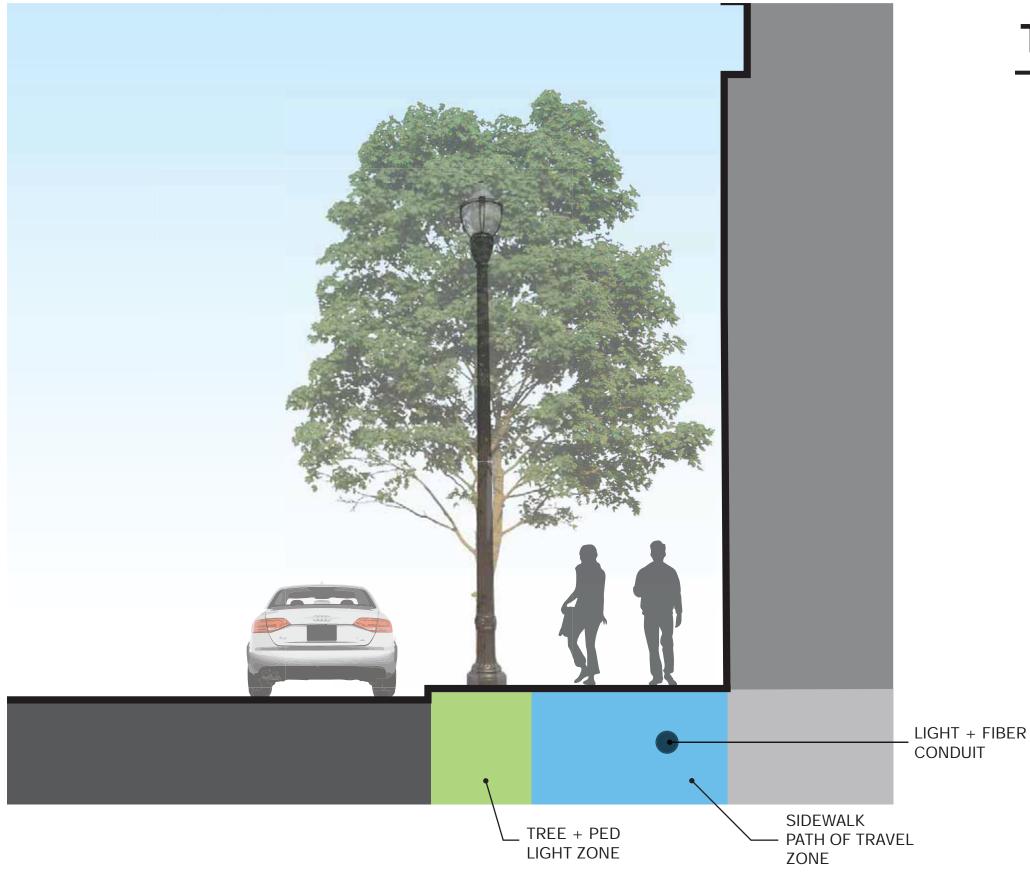












Typical Sidewalk Section

SIDEWALK ZONE:

8'-0"

TREE + PED LIGHT ZONE:

4'-0"

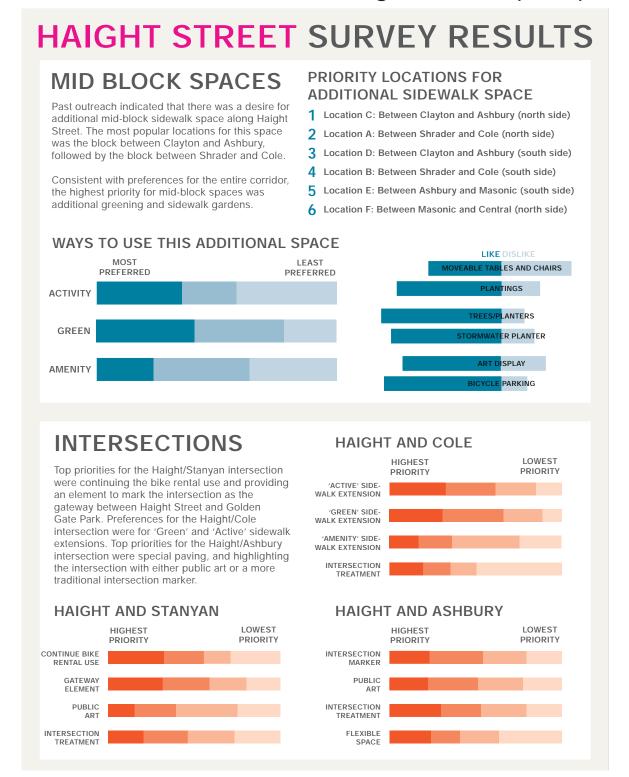
OVERALL WIDTH:

12′-0″

Public Realm Plan

Haight Streetscape Improvements

HAIGHT STREET SURVEY RESULTS WORKSHOP #3 **CORRIDOR-WIDE TREATMENTS** June 11, 2014 TREATMENT ELEMENTS Over 150 people responded to our Haight Street survey, either at a public meeting or online. Many thanks to those who took the time to respond! Please visit http://haightashbury.sfplanning.org to view the LIGHTING survey and the accompanying presentation boards. Participants were asked to rank treatments that could be implemented along Haight Street. Pedestrian-scale lighting and additional greening were both high priorities. Of the various lighting opportunities, the strongest support was for traditional pedestrian lighting and decorative lighting. Street trees were the most popular greening category, followed by sidewalk planters and stormwater gardens. SIGNAGE **CORRIDOR TREATMENT PRIORITIES** HIGHEST LOWEST PRIORITY **PRIORITY** LIGHTING **IDENTITY SIGNAGE IDENTITY GREENING** SIDEWALK PLAQUES **SEATING** There was general support for some identity features, but not at the expense of lighting or greening. Within this category, the strongest support was for creative functional elements, such as artistic bike racks or special paving details. STREET TREES PLANTERS STORMWATER TREE GUARD Wayfinding signage was a lower priority, through there was support SEATING (INFORMAL) for signage highlighting points of interest or transit access. Informal seating was the lowest priority for the corridor. PLANTER EDGES ■ LEANING POSTS







Lighting

PEDESTRIAN LIGHTING



HEIGHT:

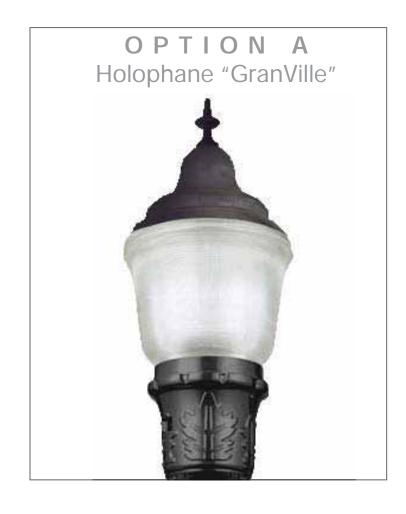
17'-4"

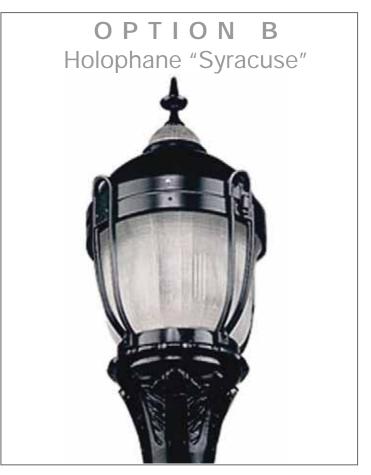
SPACING:

40' to 50' on center

COLOR:

Powdercoated Black





Paving

INTEGRAL COLOR:

Dark Grey/ Charcoal

FLAG SIZE:

3'-0" x 3'-0"

SIDEWALK PAVING



Concrete w/ dark grey integral color (without sparkle grain finish)



Concrete w/ dark grey integral color & sparkle grain finish

SAM CEN





Leaning Trunk



Leaning Trunk

Tree Analysis

Thoughtfully located street trees along Haight Street can greatly enhance the strong architectural character of the street. Establishing an urban forest at each cross street would establish community greening on the neighborhood scale while also creating a sense of arrival for visitors as they approach Haight Street.



Dense Canopy



Choked Roots



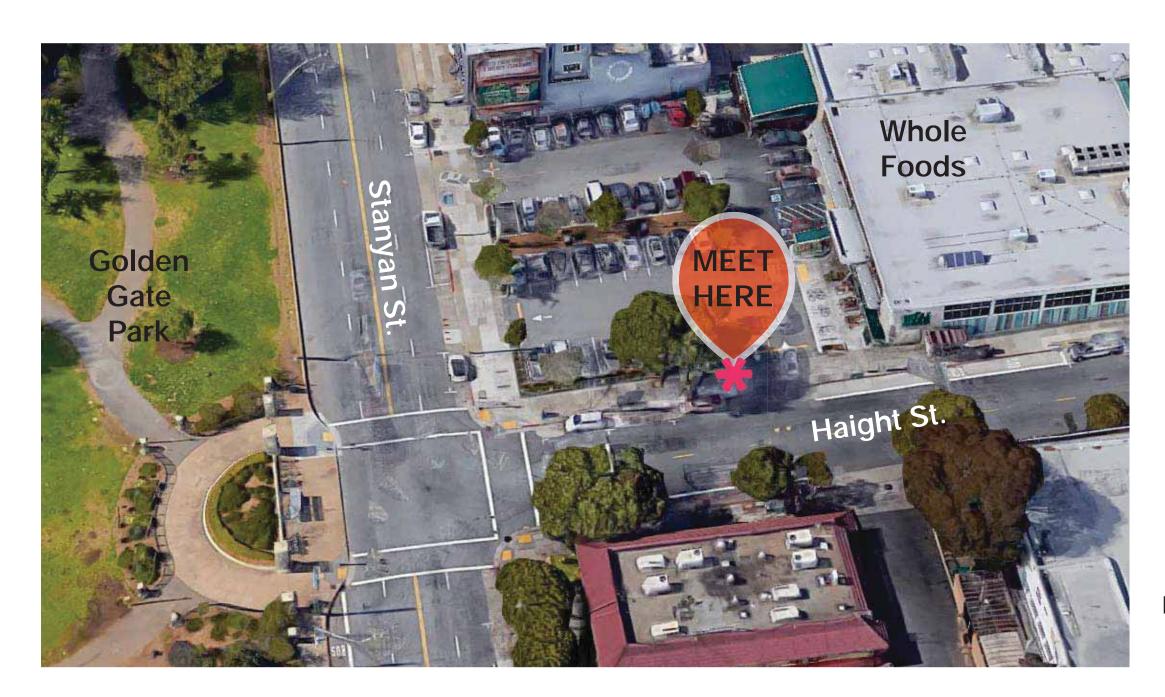
Unhealthy Environment



Dense Canopy



Tree Analysis - Site Walk



Please join us for a walk with our Urban Forester!

Saturday, July 9th 10am-Noon

Meet on Haight Street (near Stanyan St.) near the Whole Foods parking lot.

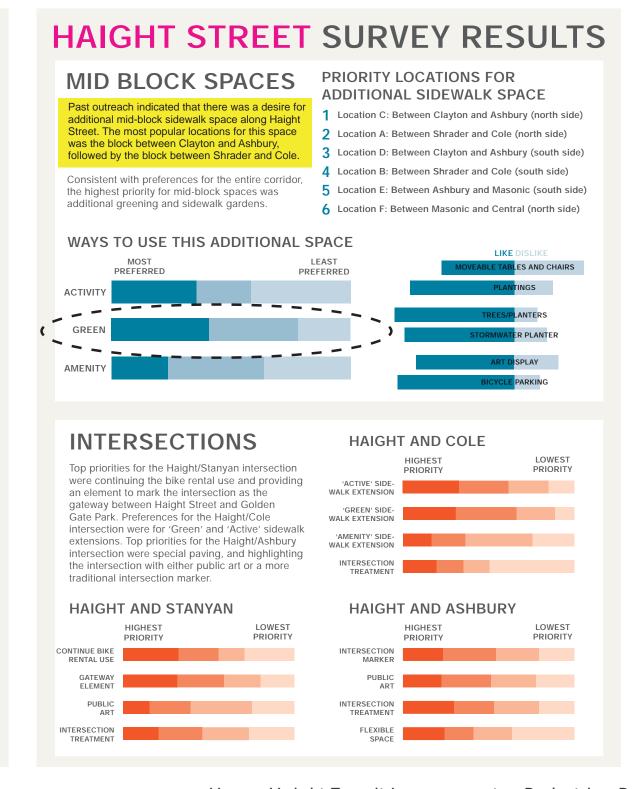
*Please wear walking shoes as we'll walk each side of Haight Street between Stanyan St. and Central Ave.



Public Realm Plan

Mid Block Improvements

HAIGHT STREET SURVEY RESULTS WORKSHOP #3 **CORRIDOR-WIDE TREATMENTS** June 11, 2014 TREATMENT ELEMENTS Over 150 people responded to our Haight Street survey, either at a public meeting or online. Many thanks to those who took the time to LIGHTING respond! Please visit http://haightashbury.sfplanning.org to view the survey and the accompanying presentation boards. Participants were asked to rank treatments that could be implemented along Haight Street. Pedestrian-scale lighting and additional greening were both high priorities. Of the various lighting opportunities, the strongest support was for traditional pedestrian lighting and decorative lighting. Street trees were the most popular greening category, followed by sidewalk planters and stormwater gardens. SIGNAGE **CORRIDOR TREATMENT PRIORITIES HIGHEST** LOWEST PRIORITY PRIORITY LIGHTING POINTS OF INTEREST **IDENTITY SIGNAGE IDENTITY GREENING** SIDEWALK PLAQUES BANNERS **GREENING SEATING** There was general support for some identity features, but not at the expense of lighting or greening. Within this category, the strongest support was for creative functional elements, such as artistic bike racks or special paving details. STREET TREES PLANTERS STORMWATER Wayfinding signage was a lower priority, through there was support SEATING (INFORMAL) for signage highlighting points of interest or transit access. Informal seating was the lowest priority for the corridor.

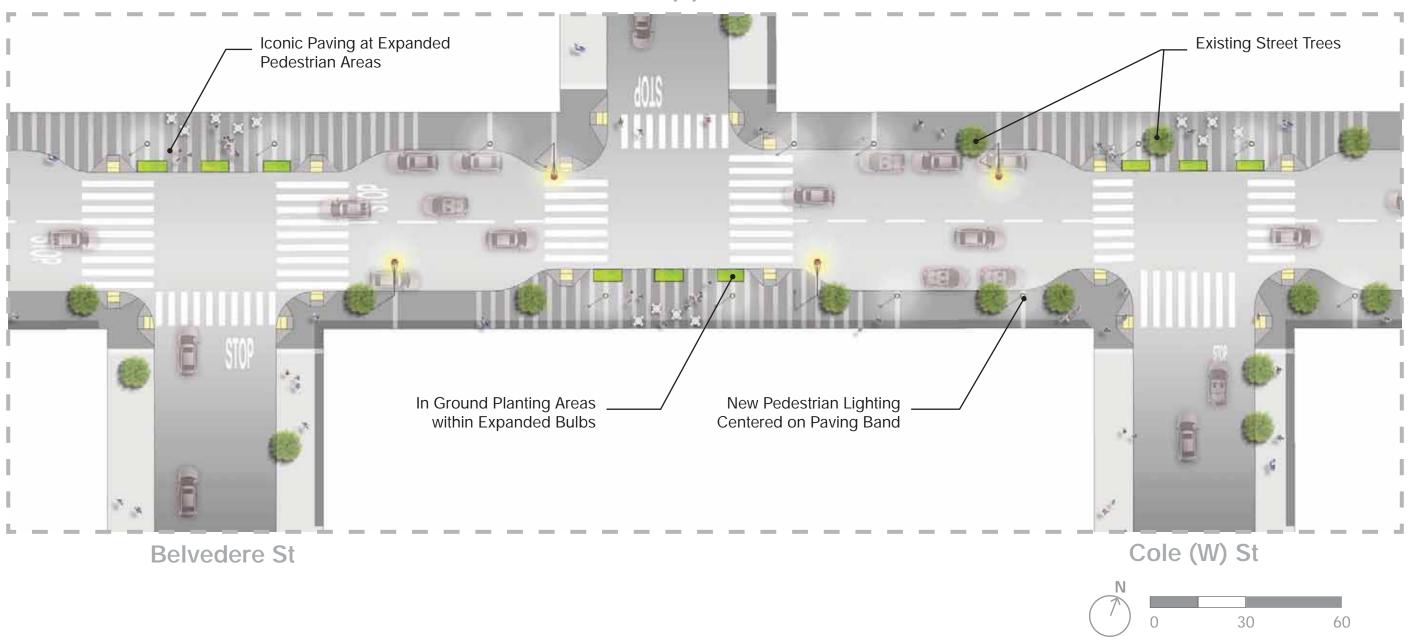






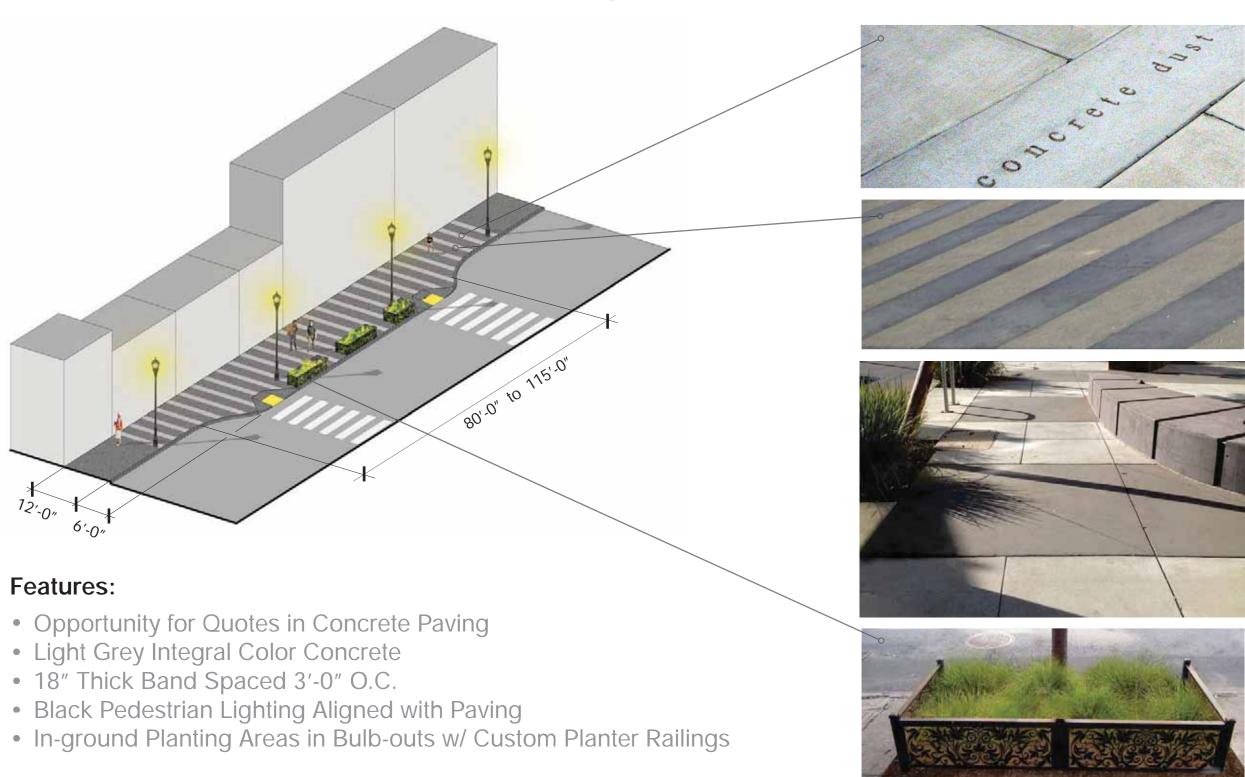
C O N C E P T A T T - B U L B S E N L A R G E M E N T A R E A

Cole (E) St





CONCEPT AT T-BULBS ENLARGEMENT AREA





Public Realm Plan

Haight and Ashbury Improvements

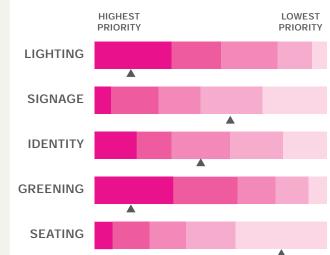
HAIGHT STREET SURVEY RESULTS

CORRIDOR-WIDE TREATMENTS

Over 150 people responded to our Haight Street survey, either at a public meeting or online. Many thanks to those who took the time to respond! Please visit http://haightashbury.sfplanning.org to view the survey and the accompanying presentation boards.

Participants were asked to rank treatments that could be implemented along Haight Street. Pedestrian-scale lighting and additional greening were both high priorities. Of the various lighting opportunities, the strongest support was for traditional pedestrian lighting and decorative lighting. Street trees were the most popular greening category, followed by sidewalk planters and stormwater gardens.

CORRIDOR TREATMENT PRIORITIES



There was general support for some identity features, but not at the expense of lighting or greening. Within this category, the strongest support was for creative functional elements, such as artistic bike racks or special paving details.

Wayfinding signage was a lower priority, through there was support for signage highlighting points of interest or transit access. Informal seating was the lowest priority for the corridor.



CEMTA

WORKSHOP #3 June 11, 2014

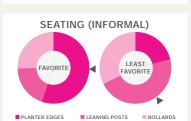
TREATMENT ELEMENTS











PRIORITY LOCATIONS FOR ADDITIONAL SIDEWALK SPACE

- 1 Location C: Between Clayton and Ashbury (north side)
- 2 Location A: Between Shrader and Cole (north side)
- 3 Location D: Between Clayton and Ashbury (south side)
- 4 Location B: Between Shrader and Cole (south side)
- 5 Location E: Between Ashbury and Masonic (south side)
- 6 Location F: Between Masonic and Central (north side)

WAYS TO USE THIS ADDITIONAL SPACE

MID BLOCK SPACES

Past outreach indicated that there was a desire for

additional mid-block sidewalk space along Haight

Street. The most popular locations for this space

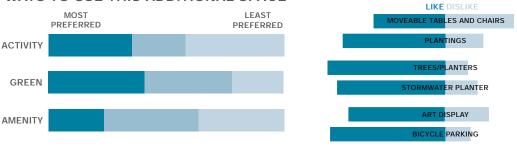
followed by the block between Shrader and Cole

Consistent with preferences for the entire corridor,

was the block between Clayton and Ashbury,

the highest priority for mid-block spaces was

additional greening and sidewalk gardens.

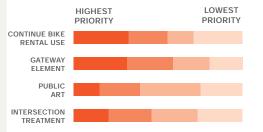


HAIGHT STREET SURVEY RESULTS

INTERSECTIONS

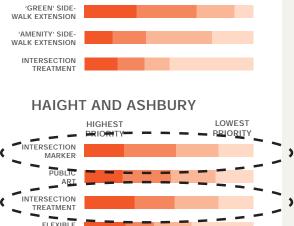
Top priorities for the Haight/Stanyan intersection were continuing the bike rental use and providing an element to mark the intersection as the gateway between Haight Street and Golden Gate Park. Preferences for the Haight/Cole intersection were for 'Green' and 'Active' sidewalk extensions. Top priorities for the Haight/Ashbury intersection were special paving, and highlighting the intersection with either public art or a more traditional intersection marker.

HAIGHT AND STANYAN



HAIGHT AND COLE HIGHEST PRIORITY

'ACTIVE' SIDE







LOWEST

HAIGHT

Then

HAIGHT / ASHBURY SOCIAL ACTIVITY















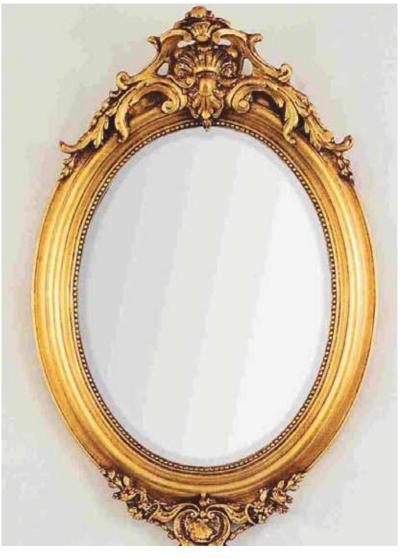
Design Inspiration

Haight Ashbury Intersection









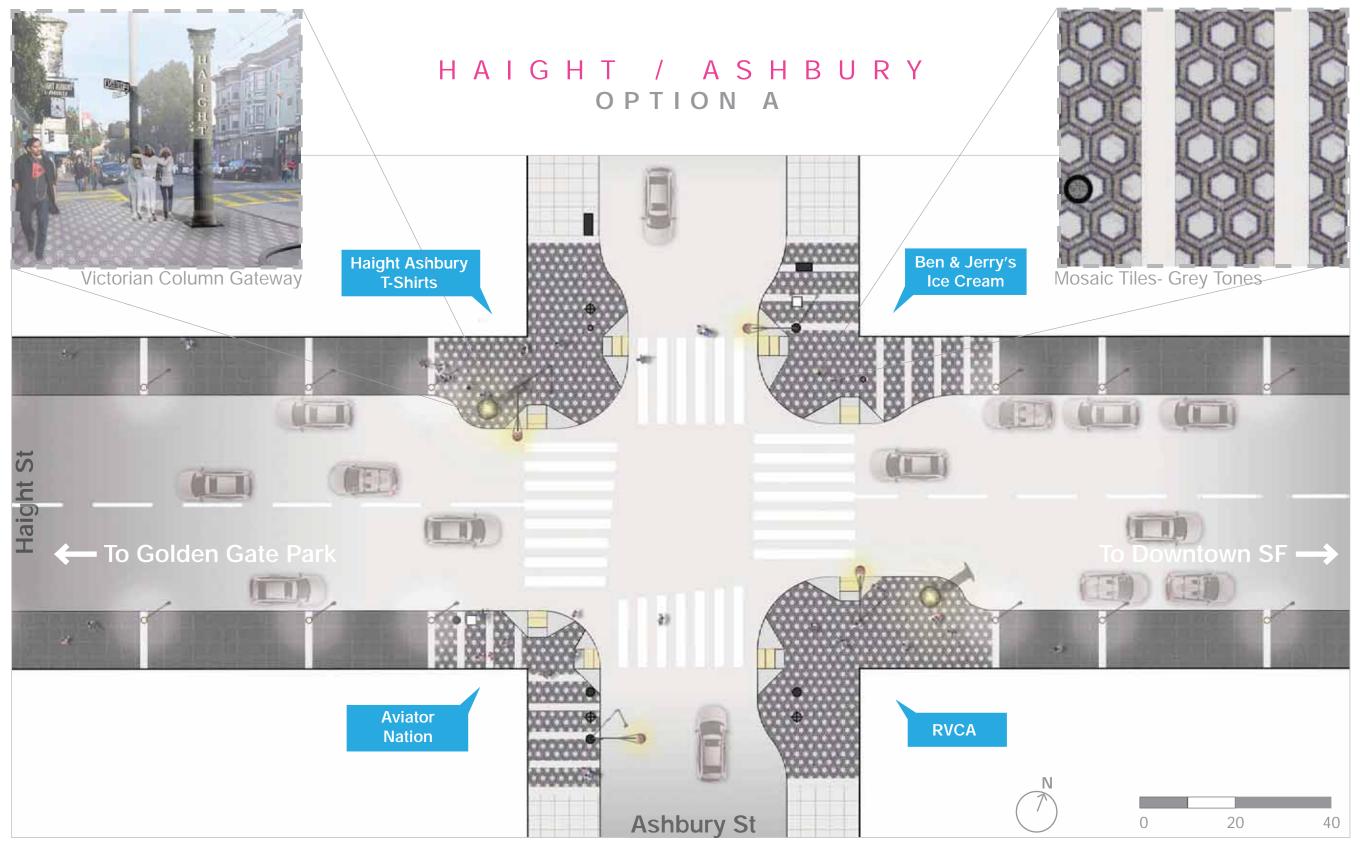






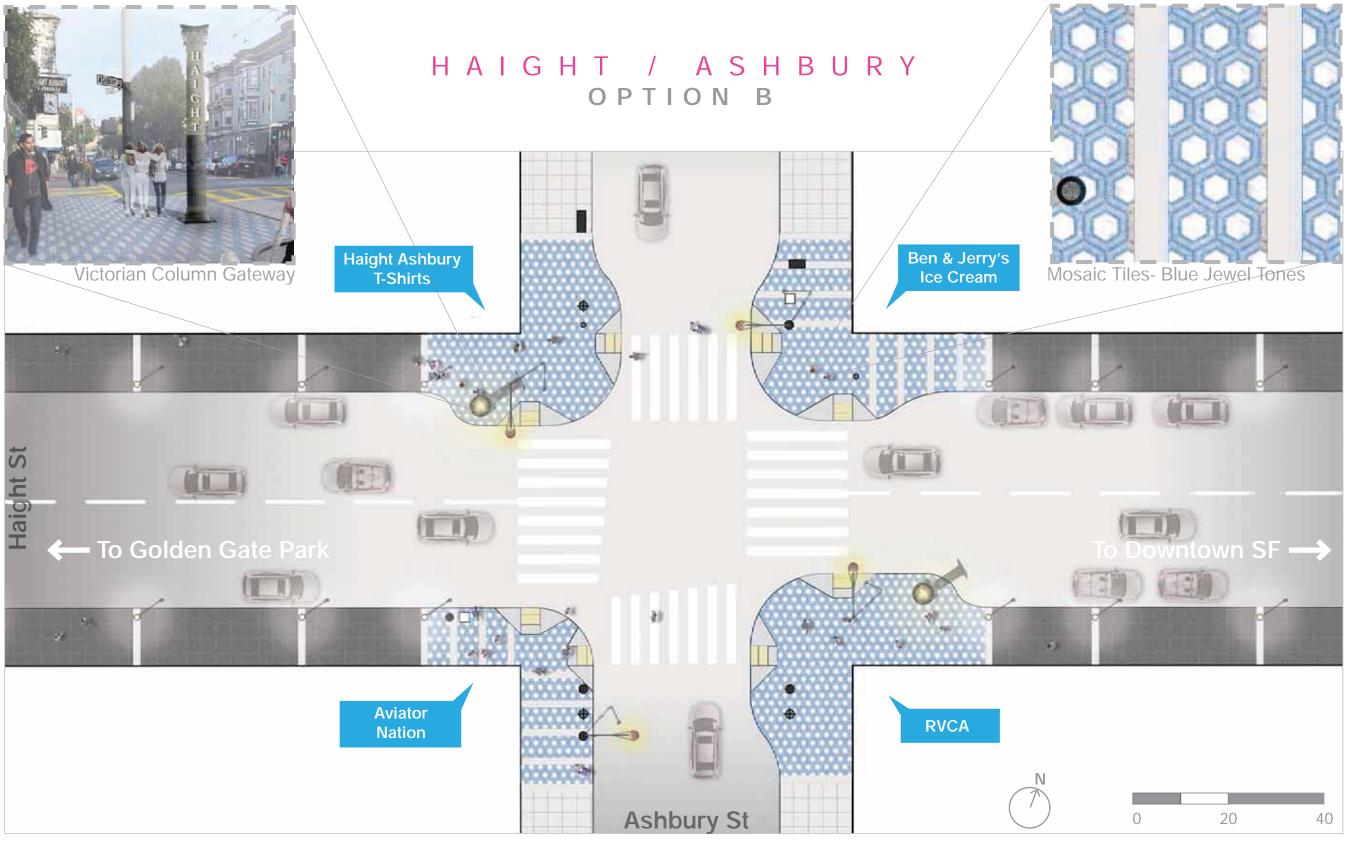






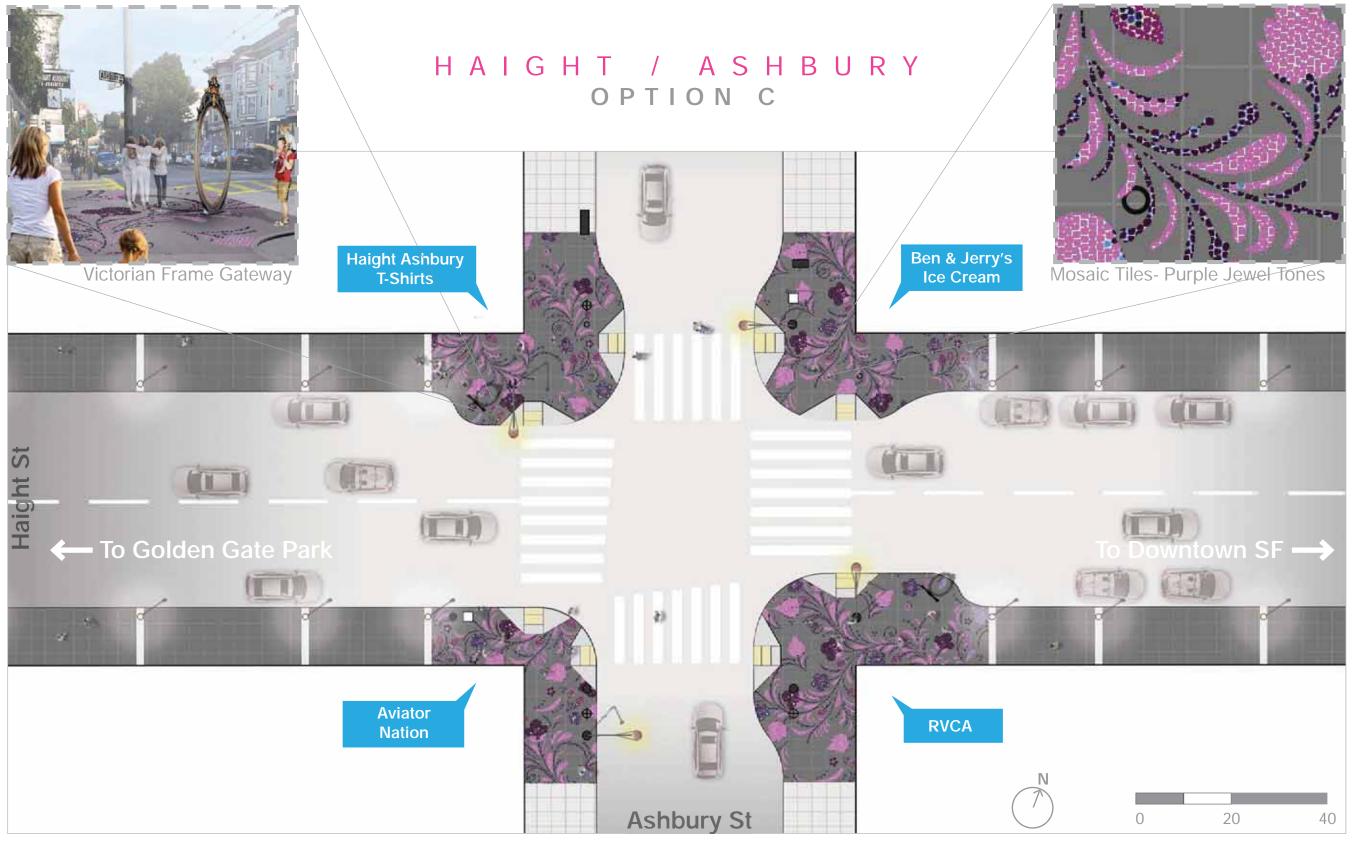
*Note: Street Trees not shown for graphic clarity of paving materials.





*Note: Street Trees not shown for graphic clarity of paving materials.





*Note: Street Trees not shown for graphic clarity of paving materials.



THANK YOU!

www.sfmta.com/7rapid http://sf-planning.org/haight-ashbury-public-realm-plan

Amy Lam, Project Manager (Amy.Lam@sfdpw.org)

