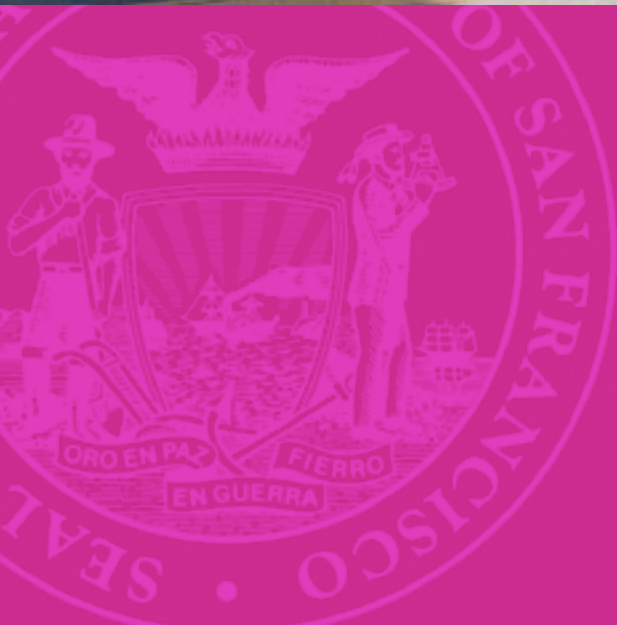




HAIGHT PUBLIC REALM PLAN ASHBURY

FINAL REPORT | FEBRUARY 2015



San Francisco
Planning



SAN FRANCISCO
**PUBLIC
WORKS**



CITY PROJECT TEAM:

PLANNING DEPARTMENT

Adrienne Aquino
Gary Chen
Neil Hrushowy
Lily Langlois
Patrick Race
Alexis Smith
Adam Varat



MUNICIPAL TRANSPORTATION AGENCY

Felipe Robles
Sean Kennedy
Miriam Sorell



DEPARTMENT OF PUBLIC WORKS

David Froehlich

ACKNOWLEDGEMENTS:

Mayor

Edwin M. Lee

Board of Supervisors

John Avalos
London Breed, President
David Campos
Julie Christensen
Malia Cohen
Mark Farrell
Jane Kim
Eric Mar
Scott Wiener
Katy Tang
Norman Yee

Planning Department

John Rahaim, Planning Director
Gil Kelley, Director of Citywide Planning

Planning Commission

Rodney Fong, Vice President
Cindy Wu, President
Michael J. Antonini
Kathrin Moore
Rich Hillis
Dennis Richards
Christine Johnson



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CHAPTER
1

Introduction

BACKGROUND & CONTEXT

This Public Realm Plan lays out a vision for Haight Street and provides a design framework for the corridor, for key intersections, and for specific streetscape elements. This Plan also discusses how to fund and build the proposed improvements.

Haight Street is an important neighborhood commercial district for the residents and merchants of the Upper Haight. Haight Street is also an important destination for those that live in San Francisco and those that come to visit. Despite the high number of people that live, work, and visit Haight Street, the existing sidewalks and quality of the street environment are inadequate. There is much room for improvement on Haight Street to better serve residents and visitors.



In May 2011, the Haight Ashbury Merchants Association (HAMA) developed a list of improvements for the Haight Ashbury neighborhood. The recommendations were presented to the City and formed the basis for a public engagement process to create a Public Realm Plan.

Beginning in 2012, the San Francisco Planning Department partnered with HAMA to talk with the community about public realm improvements in the neighborhood. This effort was primarily funded by an allocation from the District 5 Supervisor’s Office.

The Planning Department and HAMA were joined by staff from the San Francisco Municipal Transportation Agency (SFMTA) and the Department of Public Works (DPW) to form an interagency team to lead the planning effort. A variety of community events, including workshops, tables at community events, and working groups, were held between October 2012 and February 2015.

Through conversations with neighbors and business owners, the project team developed a vision for the neighborhood’s streets, sidewalks, and public places.

This document summarizes that process and the resulting recommendations. This Plan proposes projects and initiatives that can be completed over time. New streetscape designs, and a plan for streetscape amenities

TIME FRAME	IMPROVEMENT ITEMS
Demonstration and Phase One (1-2 year items)	1. Addition of parklets and bike corrals
	2. Signage directing cars, bicycles and pedestrians to the area
	3. Occasional planned street closures for pedestrian friendly events
	4. Additional streetscape & tree guards
Phase Two (2-5 year Items)	5. Improved lighting
	6. Welcome gateway such as an archway or decorative signage or poles
	7. Integrated traffic flow, bicycle lanes and pedestrian pathways to/from neighboring areas including the Panhandle, Golden Gate Park, Buena Vista Park, Cole Valley, UCSF, Inner Sunset, NOPA and Lower Haight
	8. Historical markers and pathways

Recommendations for improvements prepared by Haight Ashbury Merchants Association (HAMA), shown in the table above form the basis for this Public Realm Plan.

such as lighting and greening will make the streets more safe and comfortable for all users, whether they walk, bicycle, use transit, or drive, and will promote vibrant street life and activity.

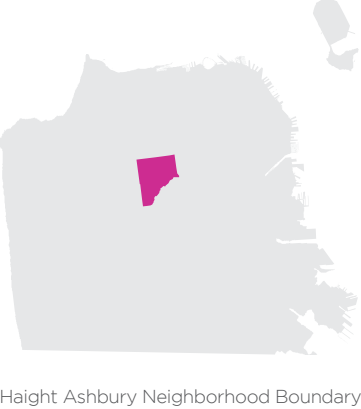
The Plan builds on and enhances the Haight Ashbury’s unique identity as a diverse residential neighborhood, a thriving commercial corridor, and an international tourist destination.

PROJECT BOUNDARY

The Haight Ashbury Public Realm Plan addresses Haight Street from Central to Stanyan. This Plan considers intersection improvements to address traffic calming and pedestrian safety, and also enhance the public realm.

Haight Street is an east-west neighborhood commercial street. This Plan looks at ways to improve transportation, as well as ways to celebrate the identity of the street and improve streetscape amenities that enhance the character and improve the overall experience.

Masonic Avenue and Stanyan Street were identified early in the planning process in need of additional study and thought. Initial proposals were developed for these two streets, shown in Chapter 3, however there was less consensus around these proposals. As a result these proposals were put on hold and further study will be done in future efforts.



Haight Ashbury Neighborhood Boundary



--- Haight Ashbury Public Realm Plan Project Boundary
— Haight Street

RELEVANT PLANS

BETTER STREETS PLAN

The 2010 Better Streets Plan created a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment.

The Plan reflects the understanding that the pedestrian environment is about much more than just transportation that streets serve a multitude of social, recreational, and ecological needs that must be considered when deciding on the most appropriate design.

Haight Street is identified as a neighborhood Commercial Street Type in the Better Streets Plan. The Plan outlines the following design considerations for Neighborhood Commercial Streets:

- High levels of pedestrian activity
- Desire for generous pedestrian environment and public realm
- Important transit functions
- Access needs for local businesses

For every street type, the plan identifies standard improvements that should be included. The standard improvements include:

- Marked crosswalks with curb ramps
- Pedestrian countdown signals
- Corner sidewalk extensions
- Street trees
- Sidewalk planters
- Stormwater control measures
- Pedestrian scale lighting
- Special paving
- Site furnishings



Better Streets Plan Standard Improvements. (Sidewalk Extension, Street Lighting, Street Trees, Special Sidewalk Paving.)

TRANSIT EFFECTIVENESS PROJECT AND MUNI FORWARD

SFMTA's Transit Effectiveness Project (TEP) is the first comprehensive effort in over 25 years to review Muni and recommend ways to make it a faster, more reliable and more efficient public transit system for San Francisco. The TEP launched in May 2006, has gathered ridership data, best practices, and input from community and policy makers. In March 2014, the SFMTA Board of Directors approved the majority of recommendations that emerged from this planning process.

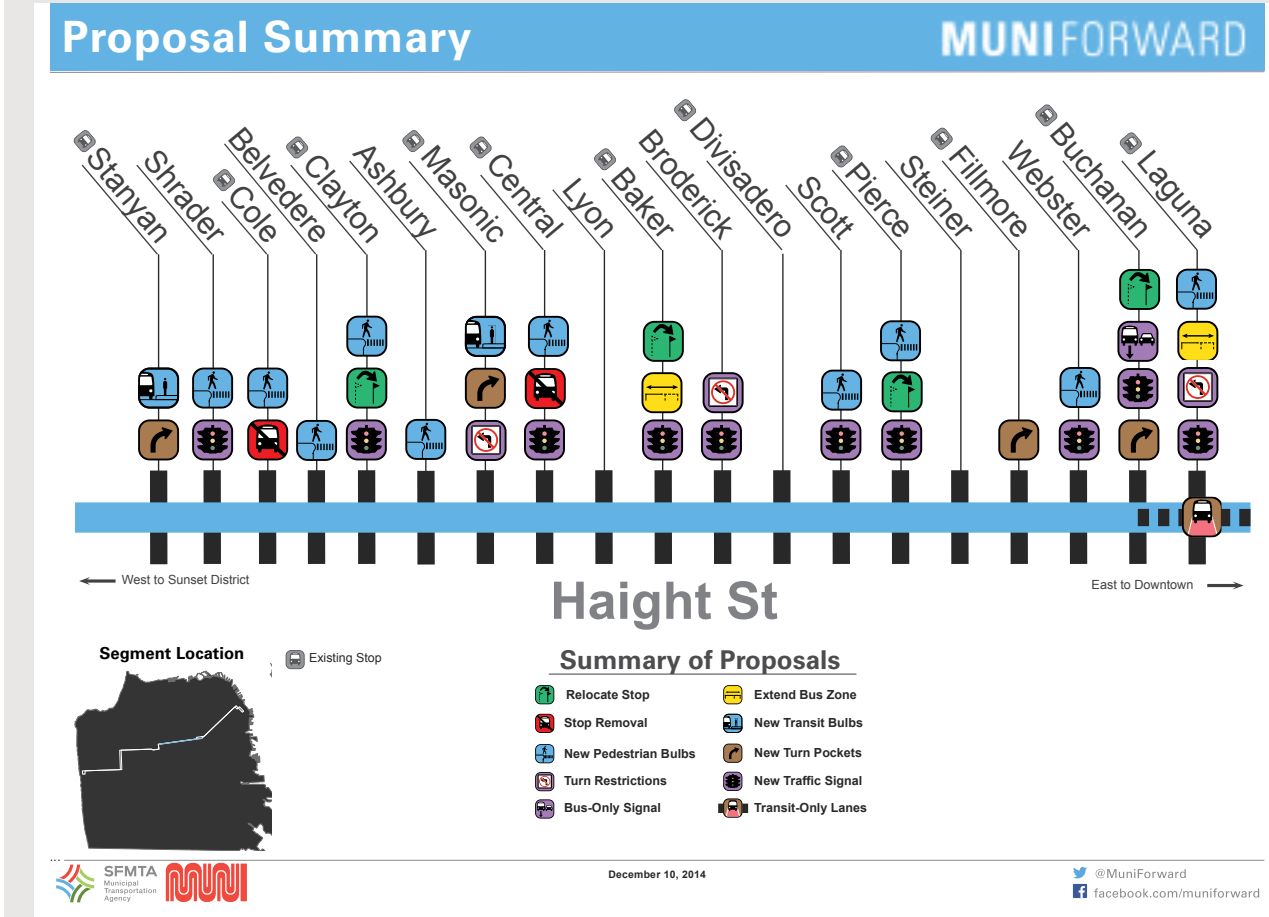
MUNI lines 6 and 71 traverse the section of Haight Street within this Plan area. These lines are slated for upgrades in 2016. The proposed transit improvements have been developed in coordination with this Public Realm Plan.

SFMTA's MUNI Forward program proposes changes to transit service along the Haight Street Corridor, including:

- Stop removal and relocation
- New traffic signals at select intersections
- Transit bulbs and pedestrian bulbs at select intersections

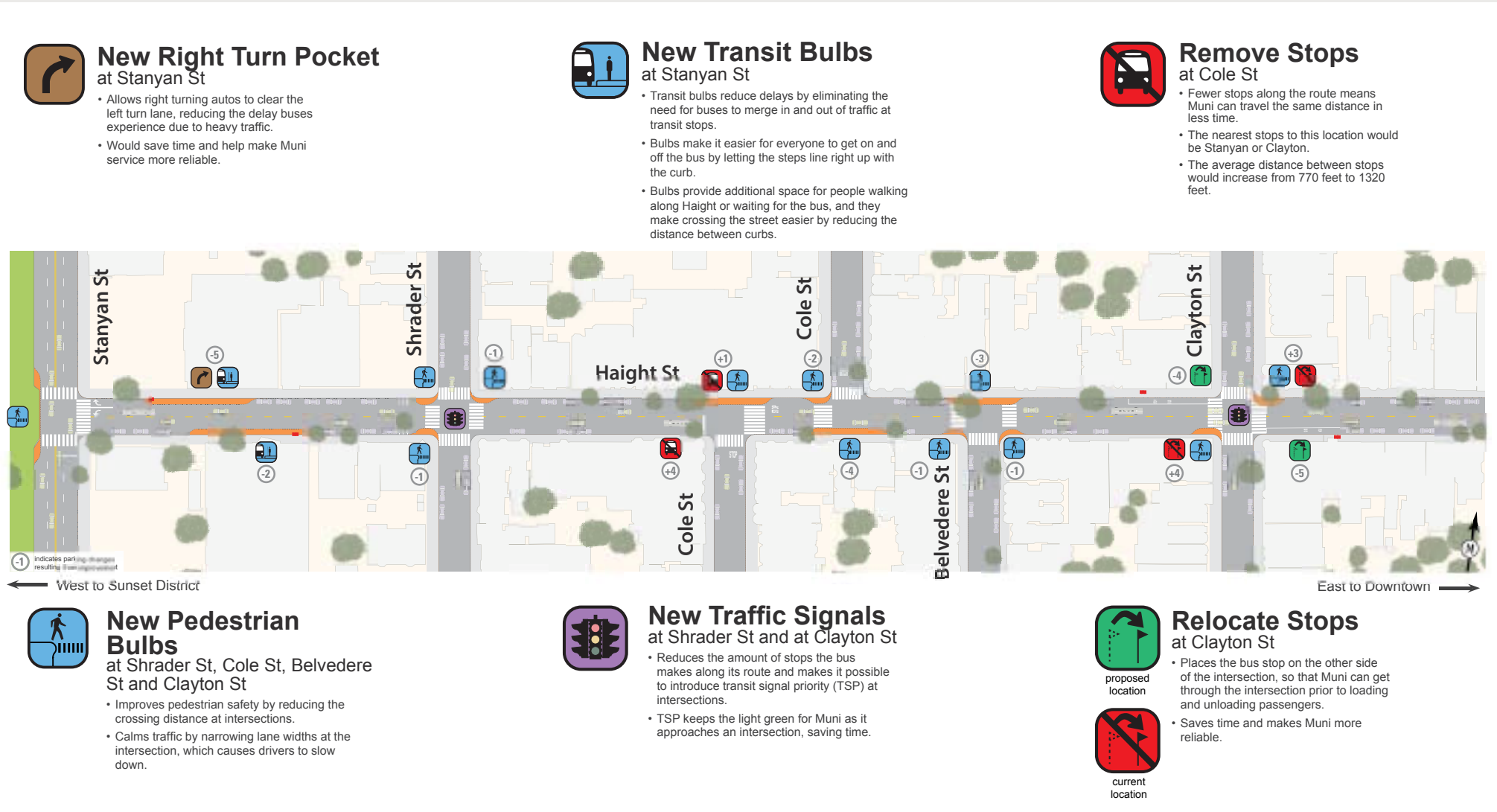
These changes were adopted by the SFMTA Board in November 2014.

Haight Street Overview



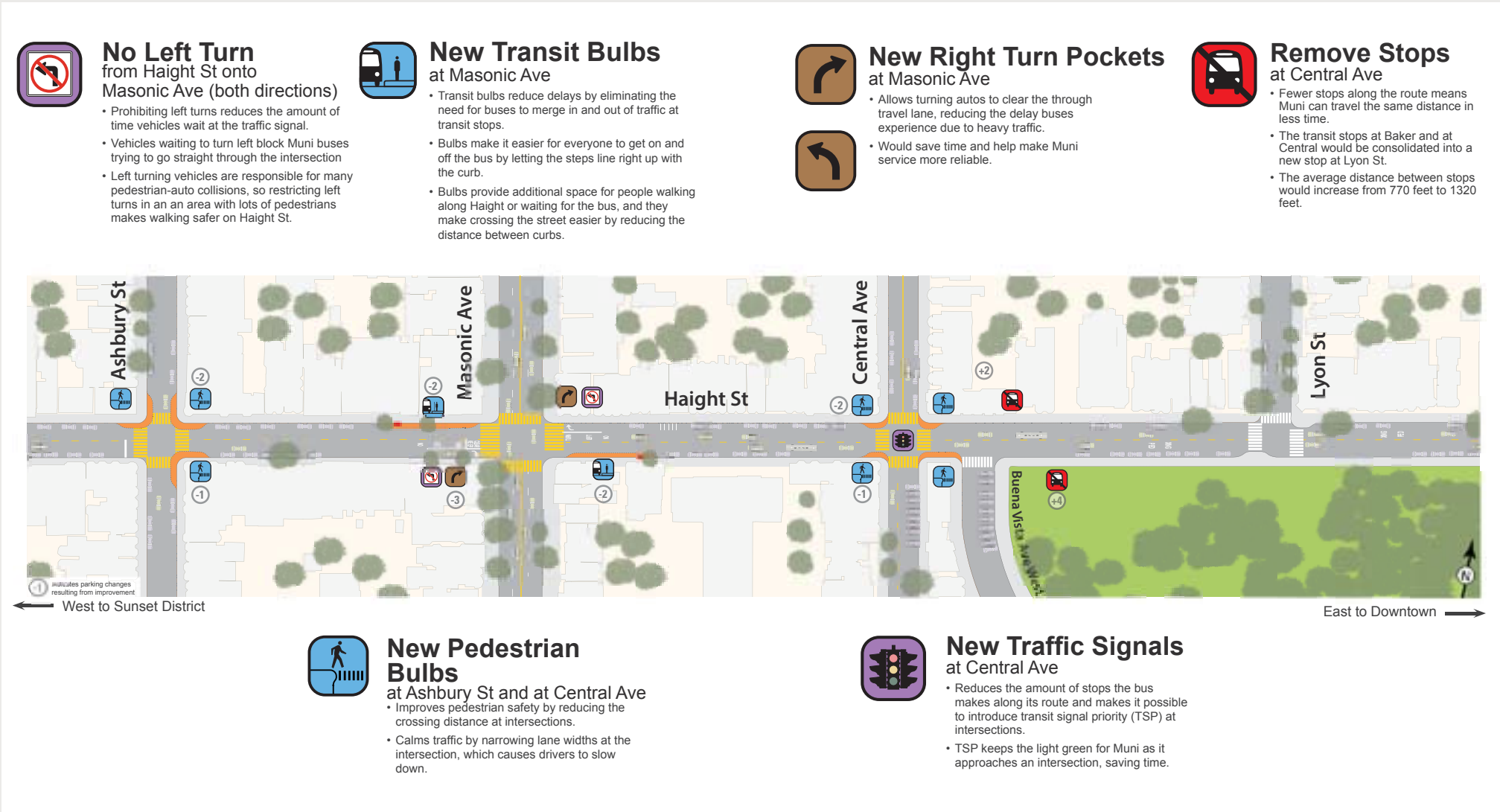
Source: SFMTA, December 2014

Proposed Changes: Stanyan to Clayton



Source: SFMTA, July 2014

Proposed Changes: Ashbury to Lyon



Source: SFMTA, July 2014

CHAPTER

2

Haight Street Today

The Haight-Ashbury neighborhood is most well known as the epicenter of the hippie culture, although the neighborhood has experienced many incarnations over time. At the turn of the nineteenth century, it was a residential upper middle class neighborhood. It was hard hit during the Depression, as was most of the city, and the large Victorian homes were divided into apartments to house workers. Post-war urban planning called for a freeway along the panhandle. Although the freeway never materialized, the proposal caused a drop in property values and created an opportunity for the influx of bohemians and artists.

The area still maintains its bohemian ambiance. Haight Street from Stanyan to Central Streets is home to independent restaurants and bars, as well as clothing boutiques, booksellers, head shops, and more. The neighborhood enjoys the status of independent shopping district by day, and by night the counterculture is more visible in the bars, coffee shops, and night clubs.

The neighborhood's public realm reflects its changing character over time. The streets are narrow to fit the residential character, the narrow sidewalks on Haight Street were built long before it became a crowded tourist destination, and navigating the residential streets to arrive at the commercial corridor can often be difficult for visitors.

Some side streets have lovely trees, and others are relatively bare. There is a unique neighborhood identity evident in the stores and businesses, however this identity is not always reflected in the public realm.

EXISTING CONDITIONS

EXISTING STREET CONFIGURATION

Haight Street begins at Market Street to the east and ends at Golden Gate Park to the west, and is an important east-west neighborhood commercial and transit corridor. Haight Street between Stanyan and Central is a two lane street. The existing right-of-way is approximately 69 feet. The current configuration of Haight Street includes:

- 1 lane of traffic in each direction
- 12’ sidewalks on both sides of the street
- Parking lane on both sides of the street

LAND USE

A diverse range of land uses line Haight Street from Central to Stanyan. Most of the corridor has ground floor commercial businesses, restaurants and retail, and housing above. The corridor remains important for local residents and as a tourist destination.

There are two educational facilities within the Plan Area, the Chinese Immersion School, located on Haight between Masonic and Central and the Urban School located on Page between Masonic and Ashbury. There are a number of service providers located in the Haight focused on youth and homeless services.

STREET ENVIRONMENT

The current design for Haight Street does not reflect the high number of people who access and use the street. The street lacks pedestrian amenities such as seating, consistent street trees, and pedestrian scale lighting. Additionally, there is street clutter along the sidewalk including newspaper racks and a mix of planters that lack a consistent look and feel. Sidewalk conditions are poor, the sidewalk paving is uneven in some locations and there are sub-standard curb ramps. Additionally, sidewalk overcrowding occurs on segments of the corridor.

Belvedere and Cole dead end at Haight Street, creating a T-intersection. T-intersections provide a natural terminus to the street and provide opportunities for additional public space and visual gateways that welcome visitors to the neighborhood. Blank facades and standard sidewalks currently exist and do little to enhance the public realm and anchor the terminus of these side streets.

There are two parklets on Haight Street, in front of Magnolia Brewery and Haight Street Market, which provide additional sidewalk space and a place for people to gather.

TRANSPORTATION

Haight Street is served by a number of transit lines. Four Muni bus lines travel along Haight Street or on adjacent streets within the Plan Area. In addition, the N Muni line travels along Carl Street, approximately four blocks south of Haight Street.

MUNI ROUTES

6 – Parnassus

- Connects downtown and the Sunset
- Travels on Haight between Masonic Avenue and Market Street
- Bus stop at Masonic and Haight

33 – Stanyan

- Connects the Richmond to the Mission
- Travels on Haight between Ashbury and Stanyan
- Bus stop at Ashbury, Clayton, Cole and Stanyan

43 – Masonic

- Connects the City College Ocean Campus and the Marina
- Travels on Haight between Masonic and Cole
- Bus stop at Masonic, Clayton and Cole

71 – Haight/Noriega

- Connects downtown and the Outer Sunset
- Travels on Haight between Stanyan and Market
- Bus stop on Haight at Central, Masonic, Clayton, Cole and Stanyan

BUS SHELTERS AND AMENITIES

There are bus stops on Haight, at Masonic, Clayton, Cole and Stanyan. Some of these stops have Muni shelters and NextMuni signage, however, there are no existing sidewalk extensions at transit stops.

TOURIST BUSES

Given Haight Street’s iconic identity within San Francisco, many tourist hop-on, hop-off busses traverse the Haight Street Corridor, often loading and unloading at MUNI stops or within loading zones on side streets. Busses dwelling along Stanyan and side streets contribute to noise and air pollution via idling engines and amplified, open-air audio tours.

PARKING AND LOADING

There are roughly 199 metered parking spaces along Haight Street in the Plan Area. 93 metered spaces are located on the south side of the street, and 106 metered spaces on the north side of the street. In addition to parking spaces for vehicles, there are spaces parking spaces for motorcycles, and white and yellow loading spaces which are important for commercial businesses along and adjacent to the corridor. The Kezar parking lot located off of Stanyan at Frederick is the area’s largest public parking lot.



DEMOGRAPHICS & SOCIAL CONDITIONS

The Haight Ashbury neighborhood, which is the focus area of this Plan, and the adjacent Cole Valley neighborhood, are home to more than 21,000 residents. See project boundary map on page 3.

The neighborhood is more white (77% white compared to 48% citywide), educated (only 10% have an educational attainment of high school or less compared to 29% citywide), affluent (a median household income of \$89,932 compared to \$71,416 citywide), and has more non-family households (45%) and less single-family households (5% compared to the city as a whole). Car ownership in the neighborhood is similar to ownership patterns citywide. The percentage of households that journey to work by walking, biking or transit is 57%, slightly higher when compared to 46% of households citywide.

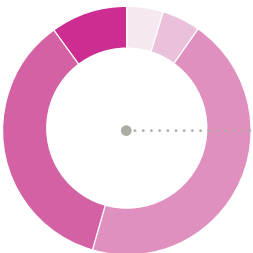
District 5 has an estimated population of 344 sheltered and unsheltered homeless, 54% of which are youth of age 25 or younger. Along the Haight Street corridor there are more than a half dozen nonprofit agencies providing social services to the homeless, at-risk youth, and others. These include well regarded institutions such as the Homeless Youth Alliance and the Haight Street Referral Center, and the newly formed nonprofit homeless outreach organization called Taking It To The Streets.

For more than half a century, the neighborhood has nurtured counter-culture. Tolerance and creativity are still fundamental to the neighborhood’s culture. But the distinctly different needs of the very different populations that call this area home can lead to conflict, especially around the use of public spaces like sidewalks and parks. This Plan was created with the intent of finding compromises among all people in the neighborhood.

Source: 2013 San Francisco Homeless Count & Survey

POPULATION

21,800
vs. 805,240 Citywide



AGE

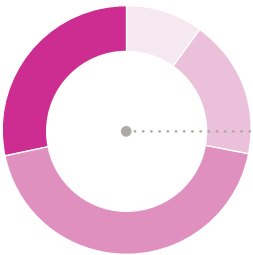
	CITYWIDE	HAIGHT ASHBURY
Under 5	4%	5%
5 to 17	9%	5%
18 to 34	30%	45%
35 to 59	37%	36%
60 and over	19%	10%

NO. OF HOUSEHOLDS

10,520 
vs. 345,810 Citywide

MEDIAN HOUSEHOLD INCOME

\$89,932
vs. \$71,416 Citywide




% OF HOUSEHOLDS WITHOUT A CAR (HOMEOWNERS)

9% 
vs. 9% Citywide

% OF HOUSEHOLDS WITHOUT A CAR (RENTERS)

41% 
vs. 42% Citywide

UNEMPLOYMENT

5% 
vs. 7% Citywide

Source: San Francisco Planning Department Socio-Economic Profiles, ACS 2006–2010

HOUSEHOLDS

	CITYWIDE	HAIGHT ASHBURY
Family Households	4%	5%
Single-Person Households	9%	5%
Non-Family Households	30%	45%
Average Household Size	37%	36%
Average Family Household Size	19%	10%

EDUCATION

	CITYWIDE	HAIGHT ASHBURY
High School or Less	29%	10%
Some College / AA Degree	20%	18%
College Degree	31%	43%
Post Graduate Degree	20%	28%

HOUSING

	CITYWIDE	HAIGHT ASHBURY
Total Number of Units	376,940	11,300
Owner Occupied Units	38%	29%
Renter Occupied Units	62%	71%
Median Rent	\$1,264	\$1,475

TRAVEL TO WORK

	CITYWIDE	HAIGHT ASHBURY
Car	46%	32%
Transit	33%	42%
Bike	3%	7%
Walk	10%	8%

VISION

During the first workshop in October 2012, participants were asked what they love about the neighborhood, what concerns them, and ideas for improvements

Many participants also expressed a desire to enhance neighborhood character and identity, to improve the overall pedestrian experience and public transportation, and to address safety and social issues.

The five concepts to the right serve as a guiding framework for the project as developed by workshop participants.



TRANSPORTATION OPTIONS

Haight Street should support all modes of transportation, prioritizing walking and transit.

DESIGN POLICIES

- The street network should be safe, comfortable, and efficient for a variety of transportation options: walking, transit, bike, car, taxi.
- Streets should feel safe for pedestrians to cross and comfortable to walk along, especially at night.
- Accessing the area's many transit options should be clear and comfortable. Traffic conflicts between all users should be minimized.



LOCAL NEIGHBORHOOD

Street design should emphasize enjoyment and safety for all users, providing adequate lighting and visibility as well as buffering from automobile conflicts.

DESIGN POLICIES

- The neighborhood's streets should be a place that both residents and tourists can enjoy.



IDENTITY

The street design should reflect the character and history of the neighborhood.

DESIGN POLICIES

- Haight Ashbury is a distinct neighborhood with a unique character. Its culture both past and present should be celebrated.



WELL-MAINTAINED

Existing and new amenities should be well-maintained, and future improvements should have a maintenance plan to ensure proper upkeep.

DESIGN POLICIES

- Any improvements should have a maintenance plan to ensure proper upkeep and should be designed to be durable.



GREEN

Tree planting and greenery should be maximized, incorporating stormwater management wherever possible.

DESIGN POLICIES

- Wherever possible, gaps in greenery should be filled.

CHAPTER
3

Community Engagement

Haight Ashbury Public Realm Plan is an interagency effort led by the San Francisco Planning Department in partnership with the San Francisco Municipal Transportation Agency, Public Works, and in close collaboration with local merchants and neighborhood groups.

The goal of this Plan is to identify improvements along the upper Haight Street corridor and at key intersections to improve the sidewalk and public realm. The proposed improvements presented in this document are based on community input gathered between Fall 2012 and Winter 2015.

During the planning process, there were three public workshops and a final open house. Additional outreach took place at various neighborhood events including the Upper Haight Farmers Market and the Cole Valley Fair. Engagement with local merchants and neighborhood groups continued through the duration of the project, including several focused working group sessions.

A summary of the materials presented at each workshop and the feedback received is provided in this chapter.



COMMUNITY ENGAGEMENT TIMELINE



2012

2013

2014

2015

October 2012
WORKSHOP 1

September 2013
COLE VALLEY STREET FAIR

November 2013
WORKING GROUP

October 2013
UPPER HAIGHT FARMERS MARKET

February 2014
WORKSHOP 2

June 2014
WORKSHOP 3

July 2014
OFFICE HOURS

October & November 2014
WORKING GROUPS

June 2014
HAIGHT ASHBURY STREET FAIR

February 2015
FINAL OPEN HOUSE

WORKSHOP 1

OCTOBER 24, 2012

The first workshop, attended by over 75 people took place at the Urban School on October 24, 2012. The workshop began with a presentation of the Improvement Plan developed by the Haight Ashbury Merchants Association (HAMA), followed by an overview of project goals and an explanation of a public realm plan.

Following the presentation, attendees broke into five groups to discuss what they love, what concerns them, and ideas for improvements. Attendees placed colored stickers on the map to indicate what they like about the neighborhood and areas for improvements.

Land uses, parks, transportation, attractiveness, and neighborhood character were mentioned as things that people like about the neighborhood.

The pedestrian experience, maintenance/cleanliness, social issues, and signage were mentioned as areas in need for improvement.

To compliment this workshop, Planning Department staff attended a number of events in the neighborhood, including the Upper Haight Farmers Market, the Cole Valley Fair and the Haight Street Fair to introduce community members to the Plan and to get

additional feedback. The feedback received at the first workshop and the neighborhood events informed the formed focus areas, presented at the second workshop.

“Need more neighborhood supportive retail”

“Lighting! Art!”

“Narrow sidewalks, trash, dead trees”

“More than the sixties”

“Wayfinding, Safety, Signage!”

Boards from small group exercise at from Workshop #1



WORKSHOP 2

FEBRUARY 27, 2014

The second workshop, attended by 50 people, took place at the Urban School, a private high school on Page Street. The event was hosted jointly by the Planning Department and the Municipal Transportation Agency. The goal of this workshop was to get public input on preliminary designs for the three major streets in the neighborhood: Haight, Masonic, and Stanyan.

The workshop began with a presentation of preliminary design alternatives for Haight, Masonic, and Stanyan Streets. In addition, as part of the MUNI Forward program, the SFMTA presented options for ways to improve transit reliability at specific intersections.

Following the presentation attendees visited different stations to provide feedback on design options. Following the meeting an online survey was available to provide get additional feedback on the design proposal for Haight Street. Approximately 60 people completed the survey, either at the meeting or online.

At the meeting there was a lot of excitement about the possibilities for Haight Street. Based on this feedback, the City decided to move forward and refine the public realm proposals in coordination with the SFMTA transit project. Feedback received on the designs for Masonic and Stanyan was more mixed without consensus, and as a result, the project team decided to drop these as part of this plan, with the expectation that exploration of these designs would continue in the future.



HAIGHT STREET

Haight Street clearly rose to the top as a focus area of this Plan. One proposal for Haight Street, between Central and Stanyan, was presented showcasing improvements that would address transit reliability and an improved public realm.

- Potential Transit Reliability Improvements: sidewalk extensions at boarding areas, turn pockets, signals/stop signs, stop removal
- Potential Public Realm Improvements: sidewalk extensions at corners and T-intersections, special crosswalk paving, special intersection treatment and gateway markers at intersections.

Beyond these design possibilities, an overview of ideas of how to celebrate Haight Street's identity was also presented, along with potential streetscape amenities that have identifying features.

More than half of respondents indicated that they somewhat liked the proposed designs and 36% strongly liked the design. Those that liked it were most excited about more space for pedestrians. Those that didn't were concerned about how the additional space would be used, and whether it would cause congestion and parking loss.

As in previous meetings, there was excitement about calling out the history of the neighborhood while also highlighting local artists.

THE NEIGHBORHOOD

WHAT WE HEARD: NEIGHBORHOOD VISION



TRANSPORTATION OPTIONS

- The street network should be safe, comfortable, and efficient for a variety of transportation options: walking, transit, bike, car, taxi.
- Streets should feel safe for pedestrians to cross and comfortable to walk along, especially at night.
- Accessing the area's many transit options should be clear and comfortable.
- Traffic conflicts between all users should be minimized.



LOCAL NEIGHBORHOOD
The neighborhood's streets should be a place that both residents and tourists can enjoy.



IDENTITY
Haight Ashbury is a distinct neighborhood with a unique character. Its culture – both past and present – should be celebrated.

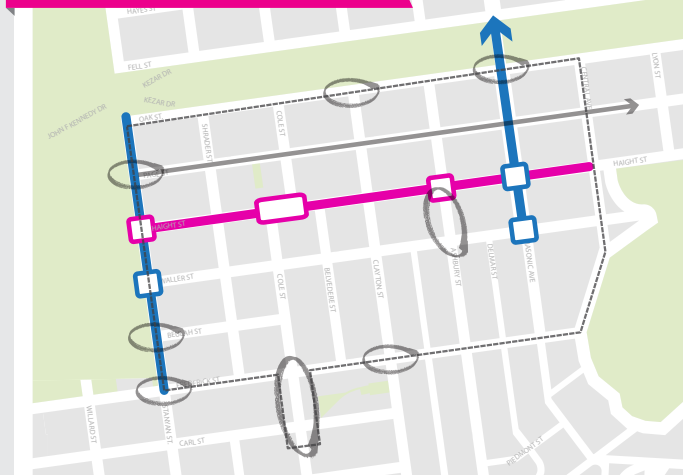


WELL-MAINTAINED
Any improvements should have a maintenance plan to ensure proper upkeep.



GREEN
Wherever possible, gaps in greenery should be filled.

AREAS OF FOCUS FOR THIS WORKSHOP

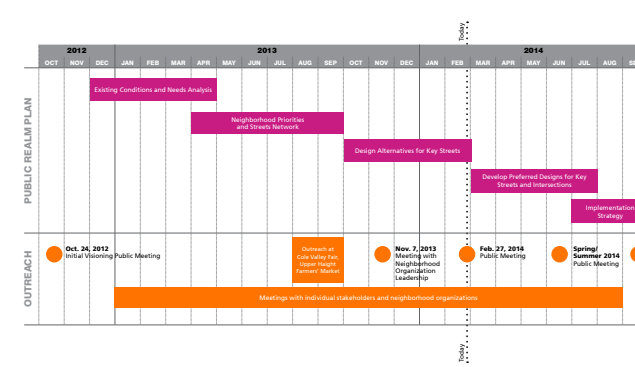


— Haight Street: Focus on Muni Improvements; Character + Identity
— Stanyan Street and Masonic Ave: Focus on Traffic Calming; Pedestrian Safety
○ Focus areas/intersections to be covered at future community meetings

PROJECT TIMELINE & OUTREACH



The **Haight Ashbury Public Realm Plan** is intended to be a long-term vision for the neighborhood's streets and sidewalks. After the planning process is complete, implementation of the Plan's projects will be spread out over the course of many years. We hope to also capitalize on the MTA transit improvements that will be implemented in the near term.

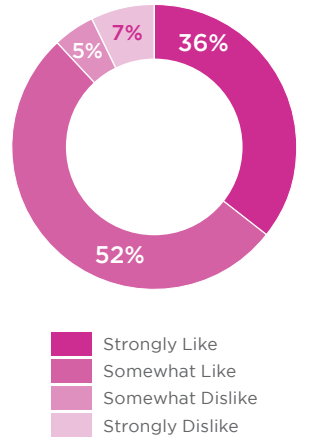


HAIGHT ASHBURY
PUBLIC REALM PLAN

PLANNING DEPARTMENT

SFMTA

HAIGHT ST DESIGN PROPOSAL FEEDBACK



The boards on the following pages were presented at workshop #2.

HAIGHT STREET



WHAT WE HEARD



CORRIDOR-WIDE

- Additional space and amenities, especially lighting, should be given to pedestrians, and clutter reduced where possible.
- There are conflicts between users – transit, bikes, pedestrians, loading, and private shuttles and vehicles – particularly at Masonic.
- The street's history and culture, both past and present, should be celebrated without becoming caricatured, particularly at Haight and Ashbury. Artistic expressions of this culture hold special appeal.
- Transit access along the street is appreciated, though bus stops could be made more comfortable.
- Community spaces are enjoyed, provided that they are well-maintained.

DESIGN POSSIBILITIES

HAIGHT/SHRADER

TRANSIT RELIABILITY:

- 1 Alternative 1: Remove stop signs on Haight; Sidewalk extensions (bulbouts) across Haight
- Alternative 2: Add traffic signal

ADDITIONAL POSSIBILITIES:

- 2 Special crosswalk paving

HAIGHT/CLAYTON

TRANSIT RELIABILITY:

- 1 New traffic signal
- 2 Relocated bus stop

ADDITIONAL POSSIBILITIES:

- 3 Sidewalk extensions (bulbouts) across Haight
- 4 Special crosswalk paving

HAIGHT/MASONIC

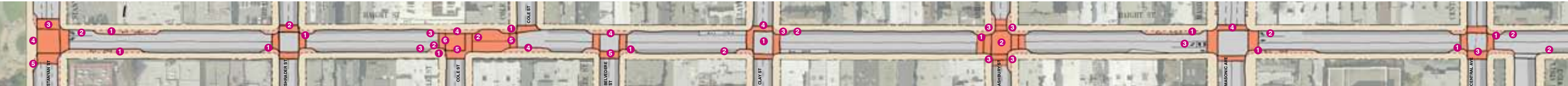
TRANSIT RELIABILITY:

- 1 Sidewalk extension for bus boarding
- 2 Westbound right turn pocket onto Masonic
- 3 Westbound left turn ban onto Masonic

Options for crossing Masonic are discussed on the Masonic Ave boards.

ADDITIONAL POSSIBILITIES:

- 4 Special crosswalk paving



HAIGHT/STANYAN

TRANSIT RELIABILITY:

- 1 Sidewalk extension for bus boarding
- 2 Right turn pocket onto Stanyan

ADDITIONAL POSSIBILITIES:

- 3 Special intersection paving (district node)
- 4 Gateway marker for Golden Gate Park
- 5 Sidewalk extensions (bulbouts) across Stanyan

HAIGHT/COLE/BELVEDERE

TRANSIT RELIABILITY:

- 1 Sidewalk extensions (bulbouts) across Haight
- 2 Discuss stop signs on Haight
- 3 Bus stop removal

ADDITIONAL POSSIBILITIES:

- 4 Sidewalk extension to terminate 'T' intersections
- 5 Special intersection paving (district node)
- 6 Reopened crosswalk

HAIGHT/ASHBURY

TRANSIT RELIABILITY:

None

ADDITIONAL POSSIBILITIES:

- 1 Sidewalk extensions (bulbouts)
- 2 Special intersection paving (district node)
- 3 Gateway marker for iconic intersection

HAIGHT/CENTRAL

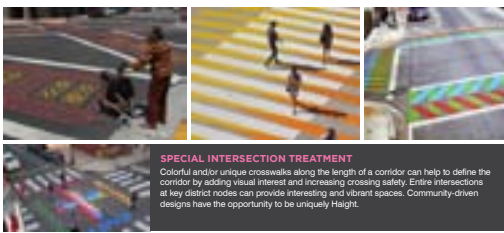
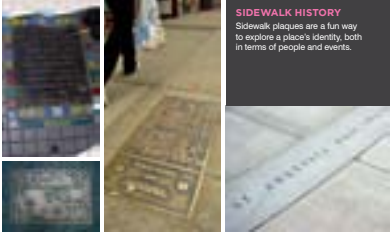
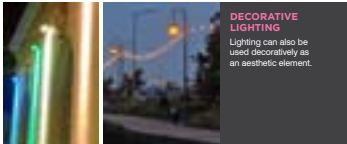
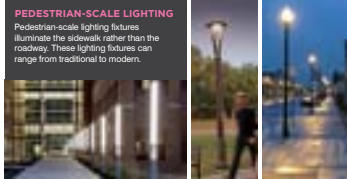
TRANSIT RELIABILITY:

- 1 Alternative 1: Remove stop signs on Haight; Sidewalk extensions (bulbouts) across Haight
- Alternative 2: Add traffic signal
- 2 Bus stop removal

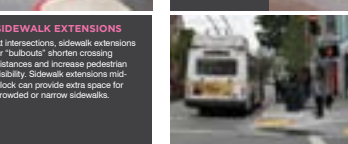
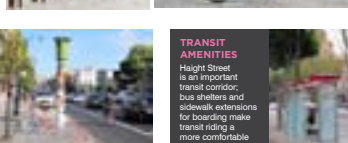
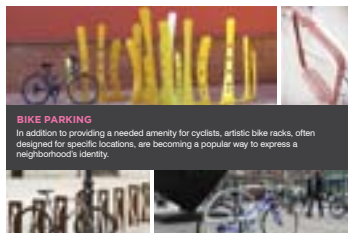
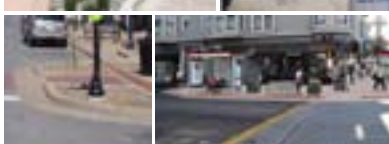
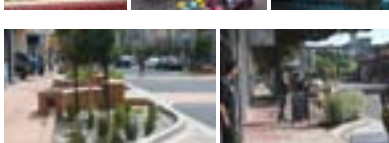
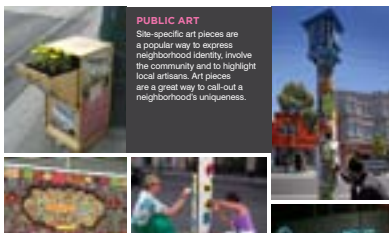
ADDITIONAL POSSIBILITIES:

- 3 Special crosswalk paving

HOW SHOULD HAIGHT STREET'S IDENTITY BE CELEBRATED?



HOW CAN IDENTITY FEATURES ALSO PROVIDE AMENITIES?



LEGEND

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



MASONIC AVENUE

Masonic from Waller to Haight: *Residential Character*

Masonic from Haight to Oak: *Mixed-Use Through Way*

HAIGHT ASHBURY PUBLIC REALM PLAN - COMMUNITY OPEN HOUSE



WHAT WE HEARD

Masonic Avenue is a primary north/south connector that transitions from busy neighborhood arterial to a slower, narrower, and quiet residential street.



PEDESTRIAN SAFETY

- » Masonic Avenue is a wide street with fast traffic; conditions for pedestrians crossing the street need to be improved.
- » Pedestrian amenities are needed at Haight intersection.
- » Conflicts between all users at the Haight Street intersection should be addressed.
- » Waller intersection needs improvement for all modes.

TRANSIT

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

BICYCLE SAFETY

- » Bicycle connections to Haight were desired. Mixed support was expressed for the current cycle track facilities north of Fell.

ALT. S1 PEDESTRIAN SAFETY

✓ Pedestrian Safety

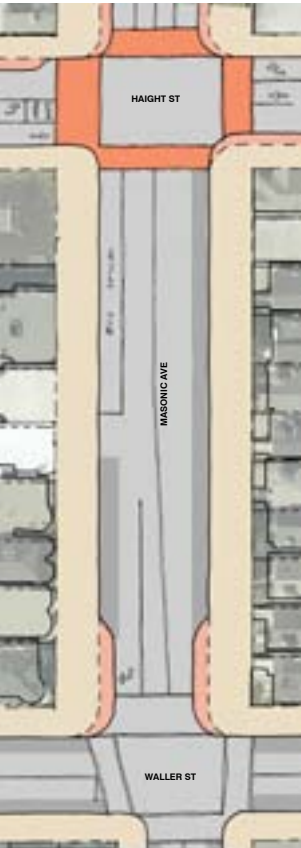


PROS

- » Shortens crossing across Waller through sidewalk extensions
- » Maintains existing parking on both sides of street
- » Maintains existing sidewalk width of 22 feet mid-block

CONS

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



ALT. S2 MAXIMIZED PARKING

✓ Pedestrian Safety ✓ Increased Parking



PROS

- » Increases parking by introducing perpendicular parking on the east side
- » Maintains existing sidewalk width of 22 feet
- » Provides additional spaces for sidewalk amenities such as bike parking and/or plantings at corners
- » Shortens crossing distances through curb extensions at Waller and reclaimed space at Masonic

CONS

- » Removes parking from west side due to new traffic lane configuration (but total parking on block increases)



ALT. N1 PEDESTRIAN SAFETY

✓ Pedestrian Safety ✓ Transit Efficiency

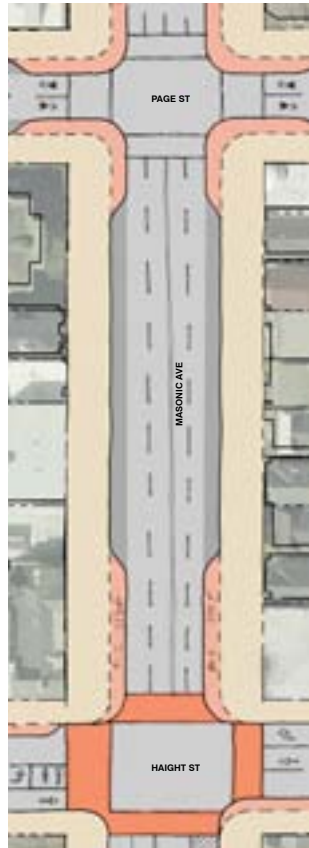


PROS

- » Shortens crossing distance for pedestrians due to corner sidewalk extensions
- » Allows for visual transition into residential core through the narrowing of intersections
- » Maintains existing sidewalk width of 22 feet
- » Cost effective and simplest to implement

CONS

- » Slightly reduces parking at corners due to sidewalk extensions



ALT. N2 ANGLED PARKING

✓ Pedestrian Safety ✓ Transit Efficiency ✓ Increased Parking



PROS

- » Increases parking through back-in angled parking on the west side
- » Increases corner sidewalk space up to an additional 13 feet, providing space for amenities and safer crossing

CONS

- » Reduces sidewalk width to 15 feet to accommodate retained and added parking



ALT. N3 CYCLE TRACK

✓ Bicycle Safety ✓ Transit Efficiency



PROS

- » Extends planned Masonic raised cycle track south to allow for a continuous bicycle network all the way to Haight Street
- » Maintains sidewalk width of 22 feet
- » Provides dedicated boarding islands for MUNI buses while also providing a separate space for cyclists

CONS

- » Removes parking from block to accommodate cycle track and four lanes of traffic
- » More expensive option due to curb changes



ALT. N4 GREEN MEDIAN

✓ Pedestrian Safety ✓ Transit Efficiency ✓ Green Visual Buffer

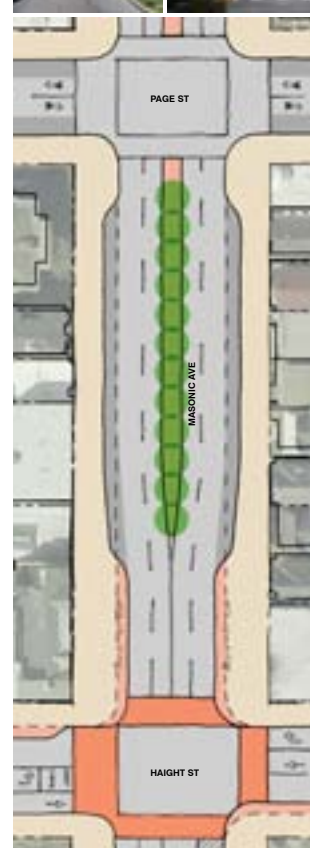


PROS

- » Brings green park edge into the neighborhood through planted median
- » Maintains parallel parking mid-block

CONS

- » Reduces sidewalk width to 15 feet mid-block to accommodate and retain parallel parking, removes some existing street trees
- » Reduces parking at corners due to sidewalk extensions
- » More expensive option due to curb changes



- 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

HAIGHT ASHBURY
PUBLIC REALM PLAN

DATE: 10/10/2019
PROJECT: Haight Ashbury Public Realm Plan
SFMTA

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 throughway, 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.

ALT. 1



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



ALT. 2



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



ALT. 3



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

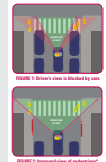


- Existing Sidewalk
- Existing Curb
- Sidewalk extension
- Intersection/Crosswalk treatment
- Parking area

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



HAIGHT ASHBURY PUBLIC REALM PLAN



WORKSHOP 3

JUNE 11, 2014

The third workshop, attended by 50 people, took place on June 11, 2014 at the Park Branch Library. The goal of the open house was to help define priorities for specific streetscape amenities as well other improvements to activate sidewalk extensions along Haight Street.

Participants completed a survey on the streetscape elements and priority locations for improvements. Following the workshop drop-in office hours were held at Second Act Marketplace, inviting those that missed the meeting to drop in, learn about the project and fill out the survey. The same survey was available online. 155 responses were received from the workshop, office hours, and online. The highlights from the survey are summarized below.

CORRIDOR-WIDE TREATMENTS

Five categories of corridor-wide improvements were ranked in order of importance. Lighting and greening tied as the top priority. Identity was the next priority, and signage and seating were the lowest priority. There were many comments regarding pedestrian safety and the need for pedestrian-scale lighting. Concerns around maintenance and the transient population were also expressed.

MID-BLOCK SPACES

The community clearly expressed a desire for additional sidewalk space along Haight Street. Six potential locations for mid-block sidewalk extensions were presented. The top three priority locations for mid-block sidewalk extensions were:

- Location C: Between Clayton and Ashbury (north side)
- Location D: Between Clayton and Ashbury (south side)
- Location A: Between Shrader and Cole (north side)

Potential uses of these mid-block spaces were also prioritized by respondents. Greening was the top priority, followed by amenity uses, such as art and bike parking and activity uses, such as seating. Maintenance and abuse of amenities were noted as an overall concern.



The following boards were presented at workshop #3. Participants were invited to provide feedback on the streetscape amenities and priority locations for mid-block sidewalk extensions.

INTERSECTIONS

Stanyan, Cole, and Ashbury rose to the top as intersections ripe for special treatments. These intersections can provide additional community amenities and build on corridor identity. Participants were asked to prioritize elements for each intersection.

Haight at Stanyan

Priorities from highest to lowest:

- Continue bike rental use
- Gateway element
- Public art
- Intersection treatment

Haight at Cole

Priorities from highest to lowest:

- ‘Active’ sidewalk extension
- ‘Green’ sidewalk extension
- ‘Amenity’ sidewalk extension
- Intersection treatment.

Haight at Ashbury

Priorities from highest to lower:

- Intersection treatment
- Intersection market
- Public art
- Flexible space

HAIGHT STREET SURVEY RESULTS

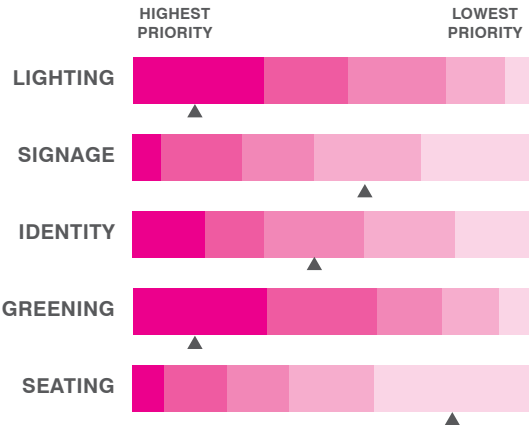
CORRIDOR-WIDE TREATMENTS

WORKSHOP #3
June 11, 2014

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

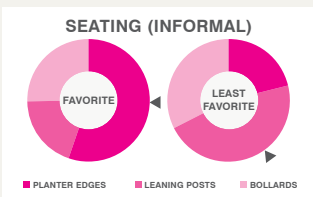
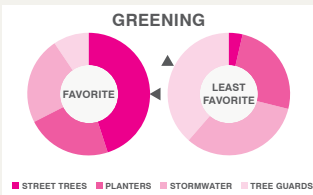
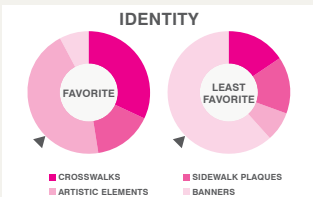
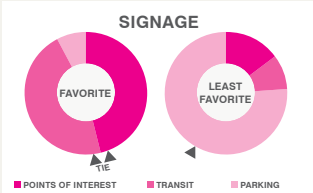
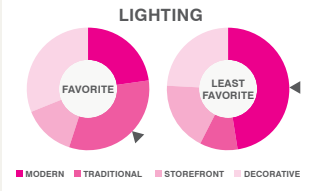


There was general support for some identity features, but not at the expense of lighting or greening. Within this category, the strongest support was for creative functional elements, such as artistic bike racks or special paving details.

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.



TREATMENT ELEMENTS



Workshop #3 Survey Summary

HAIGHT STREET SURVEY RESULTS

MID BLOCK SPACES

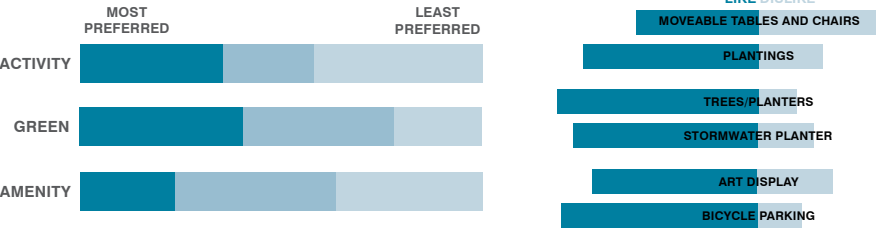
Past outreach indicated that there was a desire for additional mid-block sidewalk space along Haight Street. The most popular locations for this space was the block between Clayton and Ashbury, followed by the block between Shrader and Cole.

Consistent with preferences for the entire corridor, the highest priority for mid-block spaces was additional greening and sidewalk gardens.

PRIORITY LOCATIONS FOR ADDITIONAL SIDEWALK SPACE

- Location C: Between Clayton and Ashbury (north side)
- Location A: Between Shrader and Cole (north side)
- Location D: Between Clayton and Ashbury (south side)
- Location B: Between Shrader and Cole (south side)
- Location E: Between Ashbury and Masonic (south side)
- Location F: Between Masonic and Central (north side)

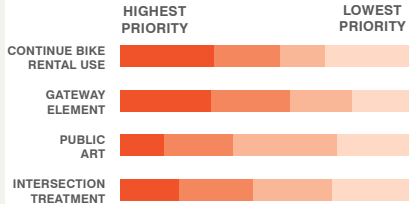
WAYS TO USE THIS ADDITIONAL SPACE



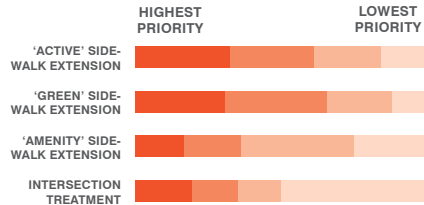
INTERSECTIONS

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.

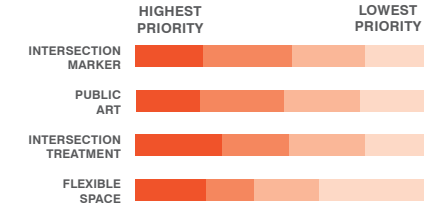
HAIGHT AND STANYAN



HAIGHT AND COLE



HAIGHT AND ASHBURY



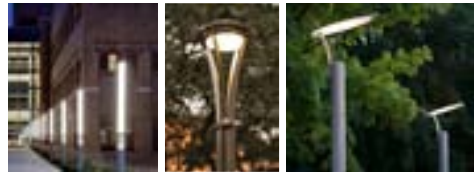
STATION 1 HAIGHT STREET CORRIDOR-WIDE TREATMENTS

LIGHTING

Pedestrian-scale lighting increases safety by illuminating the sidewalk rather than the roadway. These lights come in many different types and styles.

MODERN

Modern lighting generally has clean and simple lines.



TRADITIONAL

Traditional lighting is seen throughout San Francisco and has a classic style.



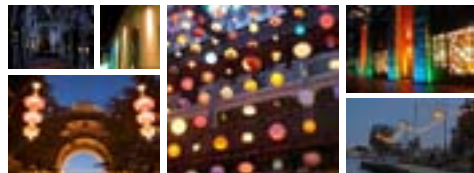
STOREFRONT

Storefront lighting illuminates both the building facade and the sidewalk, and can be a good way to increase safety and feature area businesses.



DECORATIVE LIGHTING

In addition to providing the more functional use of lighting sidewalks, lighting can also be used decoratively as an aesthetic element.



SIGNAGE

Signage is a great way to help people find their way around a neighborhood, locate parking, and understand transit service.

POINTS OF INTEREST

The Haight Ashbury neighborhood has many services and points of interest that can be called out by signage.



TRANSIT

Transit signage can provide service information for MUNI routes serving the Haight and the City as a whole.



PARKING

Signage can aid visitors who are unfamiliar with the neighborhood in finding parking locations, for example, the parking available at Kezar Stadium.

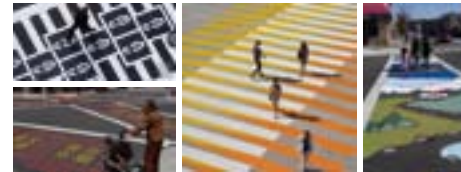


IDENTITY

Haight Street already has a strong identity. Additional design elements along the street and sidewalk can visually exemplify the past and present character of the neighborhood.

CROSSWALKS

Colorful and unique crosswalks along the length of a corridor can help to define the corridor and add visual interest. Community-driven designs can be uniquely Haight.



SIDEWALKS

Sidewalk plaques or special paving can provide educational opportunities to those on the sidewalk, speaking of the Haight Ashbury's distinct past.



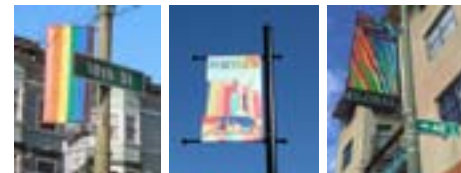
ARTISTIC ELEMENTS

An artistic spin on functional elements - such as bike racks, water fountains, and special paving details - adds an element of character while serving a needed function.



BANNERS

Banners on street and light poles are a popular way to add character to a neighborhood's main street.



GREENING

Vegetation provides visual relief in dense urban areas and enriches the character of the street.

STREET TREES

Planting street trees where there are gaps will help to create a continuous green canopy along the street. A tree species that is unique to Haight Street can enhance the strong character of the street.



PLANTERS

Sidewalk planters are a moveable option for providing low-growing shrubs and perennials. They can help structure the sidewalk and provide informal seating opportunities.



STORMWATER

Planters that both capture and provide infiltration area for stormwater runoff can be a way to incorporate sustainability into the streetscape.



TREE GUARDS

Tree guards around the perimeter of a tree pit provide a barrier between the tree and the sometimes harsh urban environment, protecting it from pet waste and physical damage.



SEATING (INFORMAL)

Informal seating opportunities can provide a place to rest, wait for transit or just take in the sights. This type of seating generally encourages short-term lingering.

PLANTER EDGES

Raised planter edges can provide informal seating without the space requirements of dedicated benches.



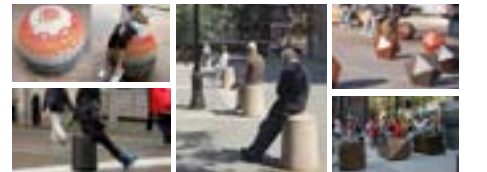
LEANING BENCHES

Informal resting spaces like leaning bars, posts, and counters provide an opportunity for brief respite without encouraging long-term lingering.



BOLLARDS

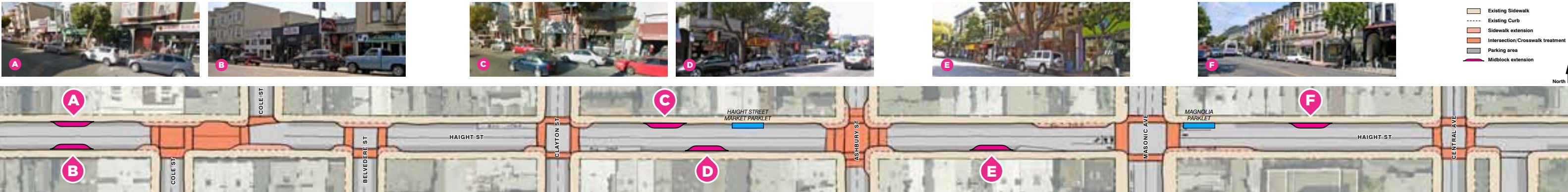
Sculptural elements can serve as informal resting spaces and can add to the vitality of the street.



STATION 2 HAIGHT STREET MID BLOCK SPACES

SPECIAL PLACES - MID BLOCK SPACES

POTENTIAL LOCATIONS FOR ADDITIONAL SIDEWALK SPACE



WAYS TO USE THIS ADDITIONAL SPACE

Much of the feedback that we've received at past outreach events is the need for more sidewalk space. By extending the sidewalk in certain locations, space can be made available for amenities without further crowding the sidewalk. The following examples are just a few ideas of what could happen on these extensions; many of the elements shown here can be mixed and matched. To provide this extra sidewalk space, 1-3 parking spaces would be removed at each location.

ACTIVITY

Sidewalk extensions can provide space for active uses that encourage people to inhabit and enjoy the space. These sidewalk extensions can be located adjacent to supporting land uses to ensure that they are programmed and cared for.

MOVEABLE TABLES AND CHAIRS



MOVEABLE TABLES AND CHAIRS
Flexible seating is a great way to facilitate gathering without the drawbacks of permanent furniture. This seating can be merchant supported or can be part of a comprehensive neighborhood program. Having seating invites people to linger along the sidewalk and can increase the customer base for surrounding businesses.

PLANTINGS



PLANTINGS
Plantings on either end of the sidewalk extension can provide a nice transition and buffer space from the sidewalk and parking lane. It also provides visual interest. Low-water use plants that are easily maintained can add greenery without great cost. Corridor identity can be strengthened by utilizing a palette unique to Haight.

GREEN

Green sidewalk extensions provide space for plantings. The space can be simply aesthetic, or could have a sustainable stormwater management component. Providing green spaces provides visual interest by breaking up the monotony of the parking lane.

TREES/PLANTINGS



TREES/PLANTINGS
Sidewalk extensions can be planted areas that serve as a buffer between the vehicle lane and the sidewalk. It also provides visual interest and breaks up the monotony of the parking lane. Low-water use plants that are easily maintained can add greenery without great cost. Corridor identity can be strengthened by utilizing a palette unique to Haight.

STORMWATER PLANTER



STORMWATER PLANTER
Stormwater planters can provide a dual benefit of greening the street while also providing infiltration area for surface runoff, introducing a sustainability element into the streetscape. Corridor identity can be strengthened by utilizing a palette unique to Haight.

AMENITY

Sidewalk extensions can provide space for utilitarian purposes. Bike parking, bike repair stations, information kiosks, podiums for art display, and other utility-based amenities can provide the corridor with needed amenities without taking up valuable sidewalk space.

ART DISPLAY



ART DISPLAY
Public art creates moments of interest and delight along a sidewalk. Allowing for extra space at key locations can enrich the sidewalk experience and can bolster the corridor identity already enjoyed by the Haight. These locations could feature rotating art pieces by local artists.

BICYCLE PARKING



BICYCLE PARKING
Sidewalk extensions can provide additional protected space for utilitarian uses such as bicycle parking and stations. In crowded areas, providing a designated space for bike parking provides amenity without cluttering the main sidewalk.

STATION 3 HAIGHT STREET INTERSECTIONS

SPECIAL PLACES - INTERSECTIONS

HAIGHT AND STANYAN

Stanyan Street marks the termination of Haight Street and the entrance to Golden Gate Park. It acts as a social space, transit hub, and gateway. Residents have expressed the desire to highlight the importance of this intersection.



WAYS TO USE THIS ADDITIONAL SPACE

A substantial amount of sidewalk space already exists on the west side of this intersection. The ideas below would further mark this intersection as a special location where the neighborhood transitions to into Golden Gate Park.

A CONTINUE BIKE RENTAL USE

The bike rentals, or a different proscribed use, provides a positive activation for the space.



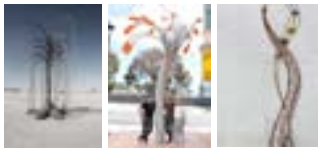
B GATEWAY ELEMENT

An artistic gateway would mark the transition between the Haight Ashbury neighborhood and Golden Gate Park.



C PUBLIC ART

A piece of art specific to this location is another way to mark Haight Street's terminus.



D INTERSECTION TREATMENT

Special paving or painting across the entire intersection is an additional way to draw attention to its significance.



WHAT WE HEARD



WORKSHOP #2

At the February 2014 public meeting, we presented ideas for three different streets in the Haight Ashbury neighborhood, including Haight Street. We received over 60 questionnaire responses, both from the meeting and online. Of these, about three-quarters of the respondents either somewhat liked or strongly liked the conceptual design for Haight Street.

- Those that liked the design were most excited about more space for pedestrians.
- Those that didn't like the design were concerned about how the additional space would be used, whether the design would cause congestion, and how much parking would be lost.
- Sidewalk lighting and additional plantings were also popular ideas.
- As in past outreach, there was interest in highlighting the area's history, but participants wanted to ensure that the 1960s were not over-emphasized. In particular, there was interest in featuring the neighborhood's current creative culture and local artists.
- Most respondents emphasized that any amenity should be durable, easily maintained, and should stand up to harsh urban wear. All improvements should have a maintenance plan.

HAIGHT AND COLE

Cole Street marks the halfway point between Golden Gate Park and Ashbury Street and provides a connection from Haight Street to the commercial core of Cole Valley. Additional sidewalk space at these T-intersections provide interesting sight lines and opportunities for additional programming.



WAYS TO USE THIS ADDITIONAL SPACE

The ideas below are just a few examples of what could happen on this extra space; many of the elements shown here can be mixed and matched.

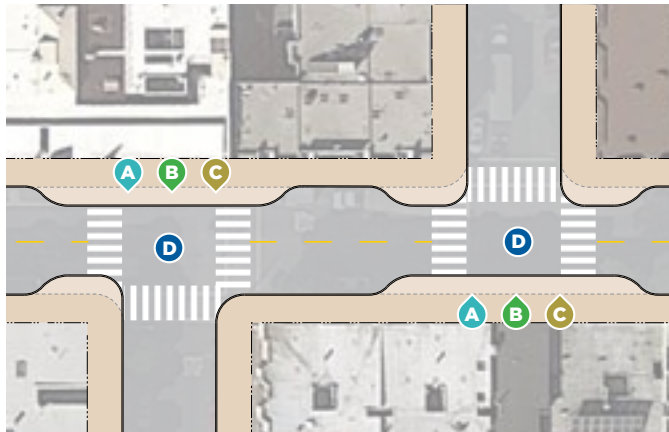
A 'ACTIVE' SIDEWALK EXTENSION

Sidewalk extensions can provide space for active uses that encourage people to inhabit and enjoy the space.



B 'GREEN' SIDEWALK EXTENSION

The space can be simply aesthetic, or could have a sustainable stormwater management component.



HAIGHT AND ASHBURY

Haight at Ashbury is an internationally-known intersection that attracts scores of visitors. Its corners frequently experience pedestrian crowding, and residents and merchants have often expressed the desire for something special to mark the intersection's significance.



WAYS TO USE THIS ADDITIONAL SPACE

The elements shown below are ways that the intersection could be highlighted.

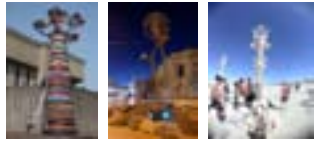
A INTERSECTION MARKER

Many neighborhoods use formal markers to identify an area's center or its edges.



B PUBLIC ART

A piece of art specific to this location is another way to mark the importance of this intersection.



C INTERSECTION TREATMENT

Special paving or painting across the entire intersection is an additional way to draw attention to its significance.



D FLEXIBLE SPACE

Open sidewalk space gives pedestrians more breathing room and provides opportunity for impromptu uses.



WORKING GROUP SESSIONS

In October and November 2014, two working group sessions were held with representatives from neighborhood organizations, including Haight Ashbury Merchant's Association (HAMA), Haight Ashbury Improvement Association (HAIA), Haight Ashbury Neighborhood Council (HANC), and Cole Valley Improvement Association (CVIA). Representatives from these organizations were invited to participate in a discussion of intersection treatments, sidewalk extensions at transit stops, and sidewalk extensions mid-block. These sessions were a follow up to the workshop and meetings held in June and July regarding priorities and in coordination with the MTA's proposed transit improvements along the Haight Street corridor.

The goal of the working group was to prioritize public realm improvements with consideration for project budget and neighborhood support. The first working group focused on the Haight and Ashbury intersection and sidewalk extensions at bus stops (Masonic and Stanyan).

The second session focused on mid-block sidewalk extensions and corner extensions at secondary intersections. This included priority locations identified by the public, and programming and activation ideas for each location.

This section is a summary of the materials presented at the working group sessions.

SIDEWALK EXTENSIONS AT CORNERS - HAIGHT & ASHBURY

The intersection of Haight Ashbury is a well-visited intersection along the corridor and was extensively called-out in community meetings as a landmark location. Providing more sidewalk space at the corners and facilitating safer pedestrian crossing across Haight and Ashbury Streets were top priorities.

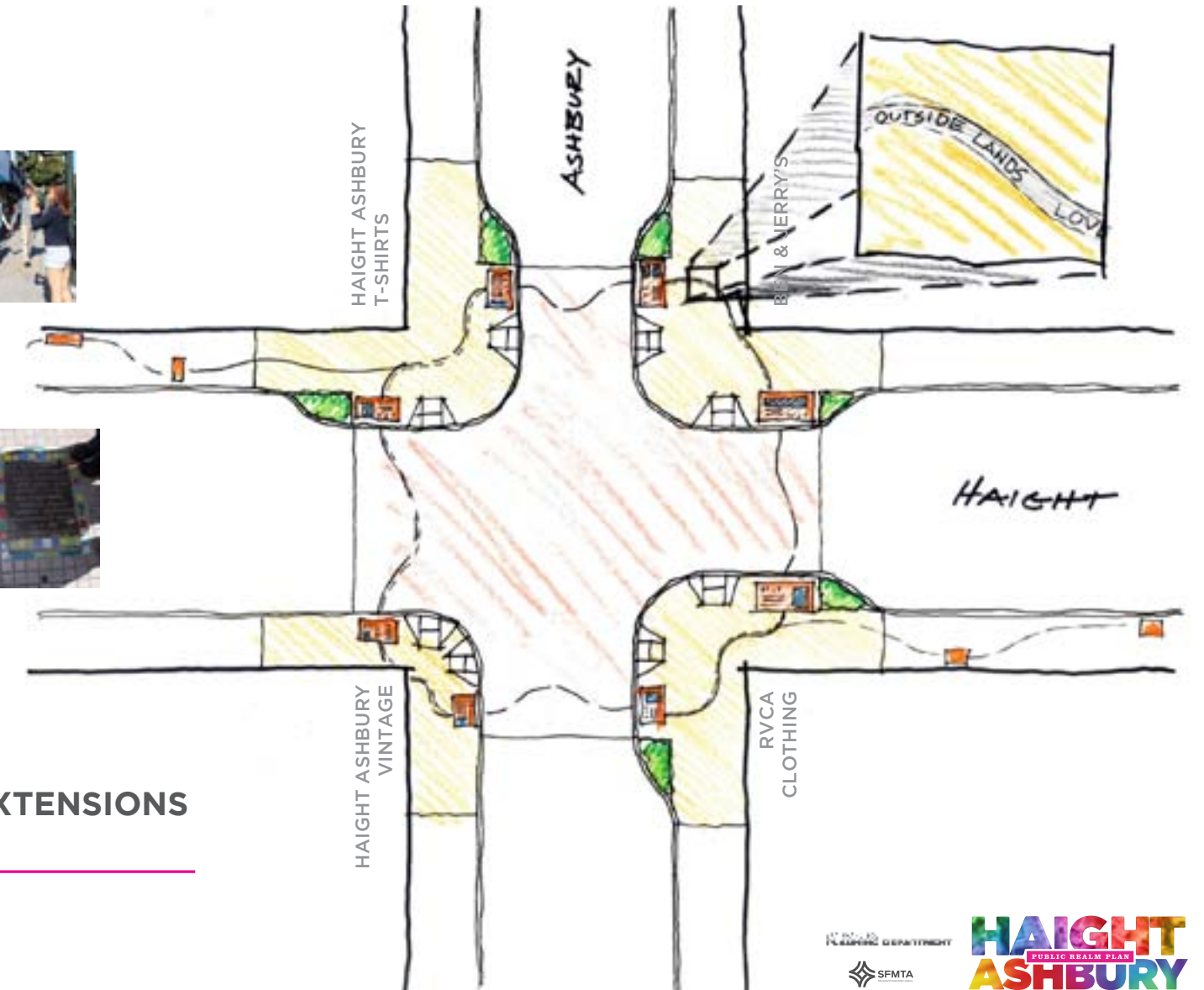
Corner sidewalk extensions improve pedestrian safety by decreasing the crossing distance, make pedestrians more visible at the intersection, and slow vehicles as they make right turns. This additional space also provides a placemaking opportunity for greening, public art, or history markers. Three proposals were developed to illustrate these elements and ways to improve the public realm at this intersection.

The working group agreed that something special should happen at this intersection, but should be simple, subtle, visually unobtrusive, and easy to maintain. Of the three proposals, elements within 'History' were favored. There was consensus around a 'history walk' or rotating public art exhibit at each corner.



CORNER SIDEWALK EXTENSIONS HAIGHT @ ASHBURY

HISTORY





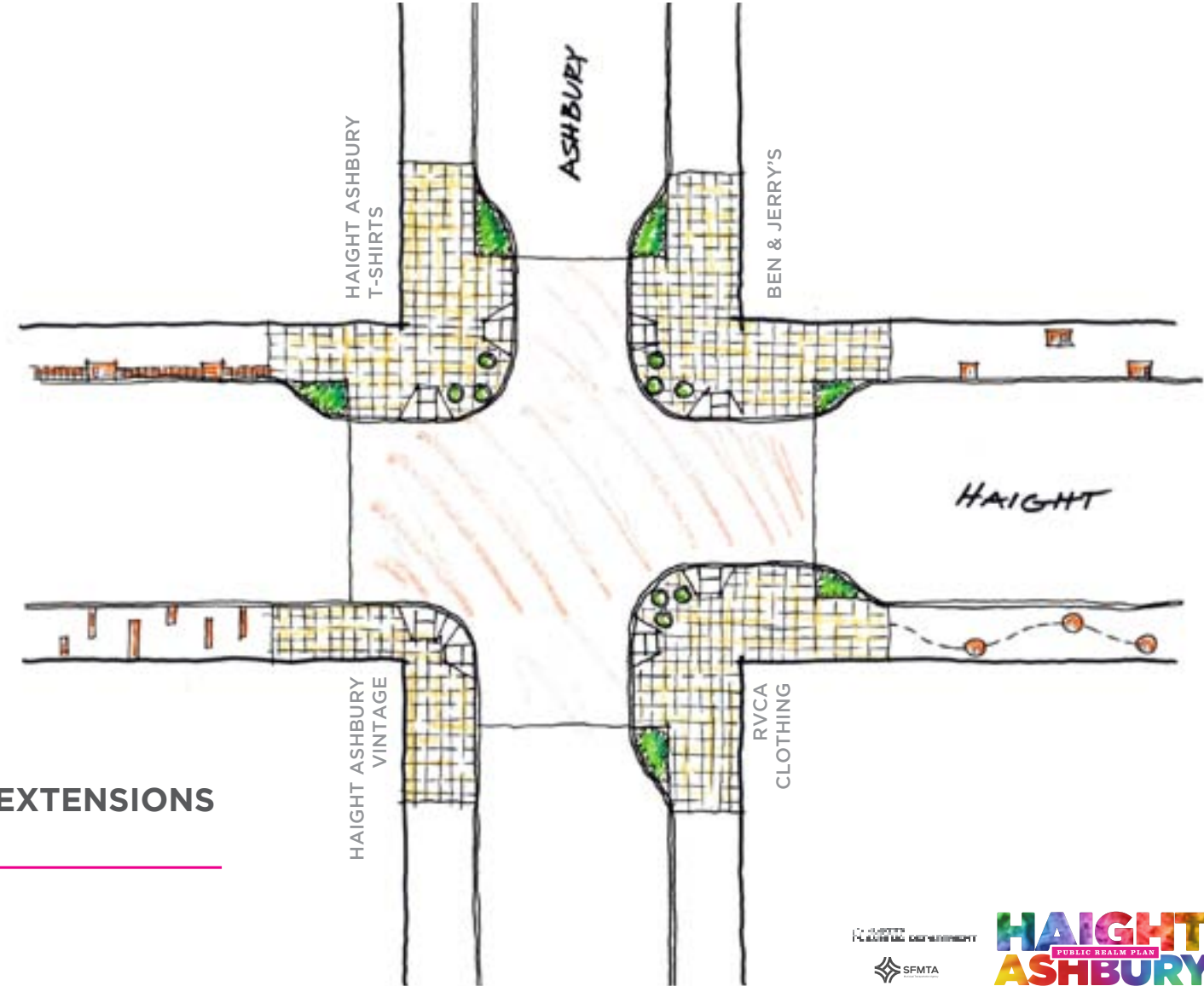
CORNER SIDEWALK EXTENSIONS HAIGHT @ ASHBURY

ART



CORNER SIDEWALK EXTENSIONS HAIGHT @ ASHBURY

GREENING

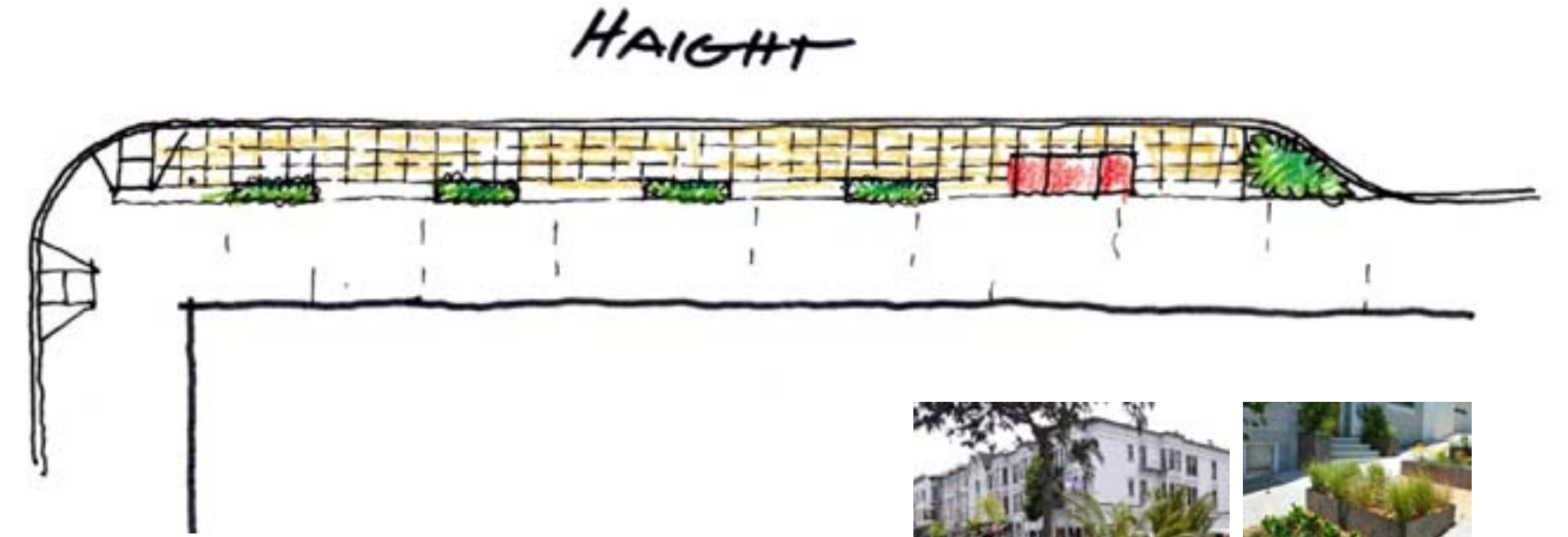




SIDEWALK EXTENSIONS AT TRANSIT STOPS – STANYAN & MASONIC

As part of Muni Forward, sidewalk extensions at transit stops are being proposed. In addition to providing a benefit for transit, these extensions provide additional space for public realm amenities. Sidewalk extensions at transit stops provide additional sidewalk space for those walking along the corridor, boarding/de-boarding buses, and opportunities to take a break, out of the path of travel. These sidewalk extensions benefit transit, by allowing the bus to avoid pulling in and out of the travel lane, helping to speed up transit operations and minimize auto delays. Three proposals illustrate different elements that could be incorporated as part of the sidewalk extension, including greening, history information, and public art.

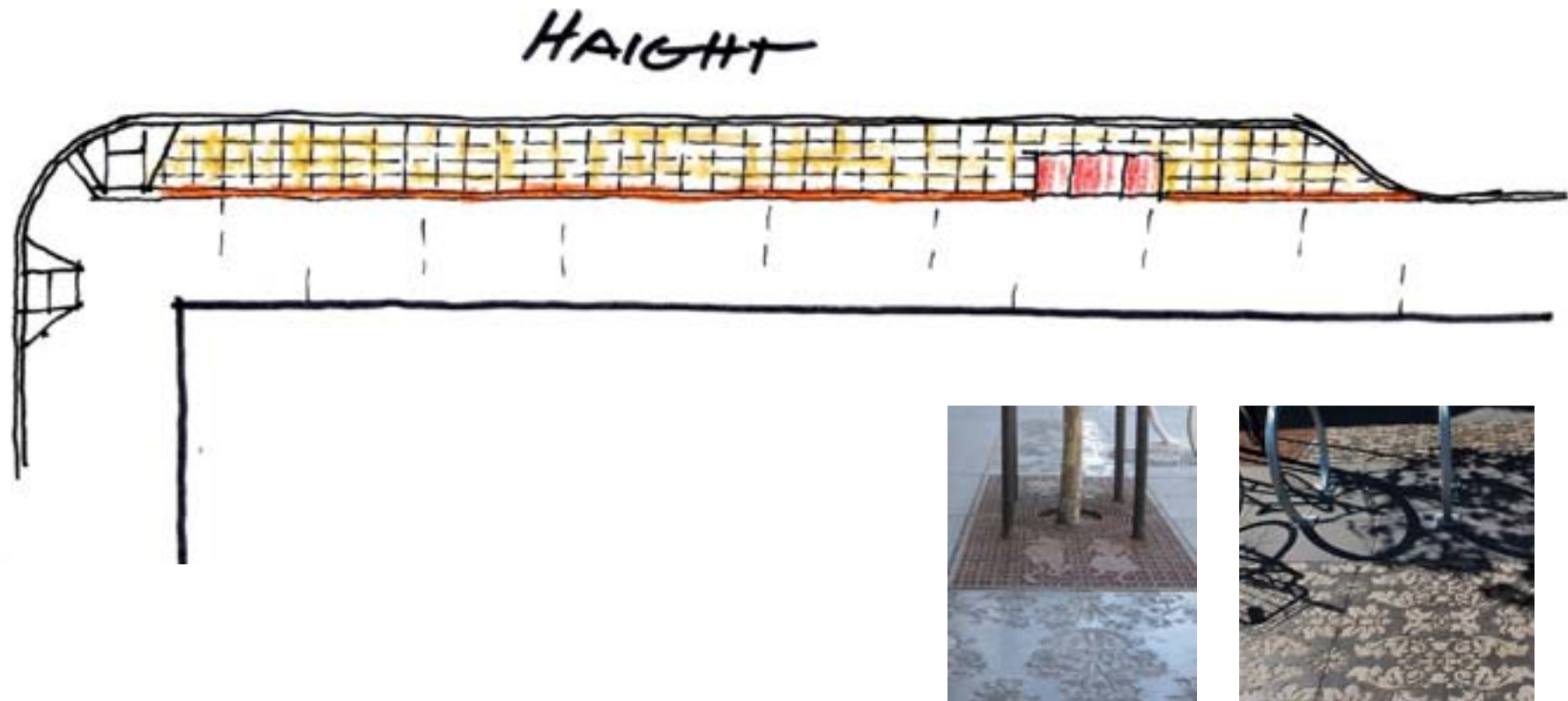
The Working group agreed that more pedestrian-scale lighting was needed at transit stops. Special paving was of interest and would serve to mark the transit waiting area. Specifically colored concrete, or etched concrete was of interest in a style unique to the Upper Haight corridor. There was also interest in having alternative shelter forms that incorporate leaning posts for those waiting for transit. Of the three proposals, elements in ‘Unique Paving’ and ‘History’ were favored.



SIDEWALK EXTENSIONS TRANSIT STOPS (STANYAN & MASONIC)

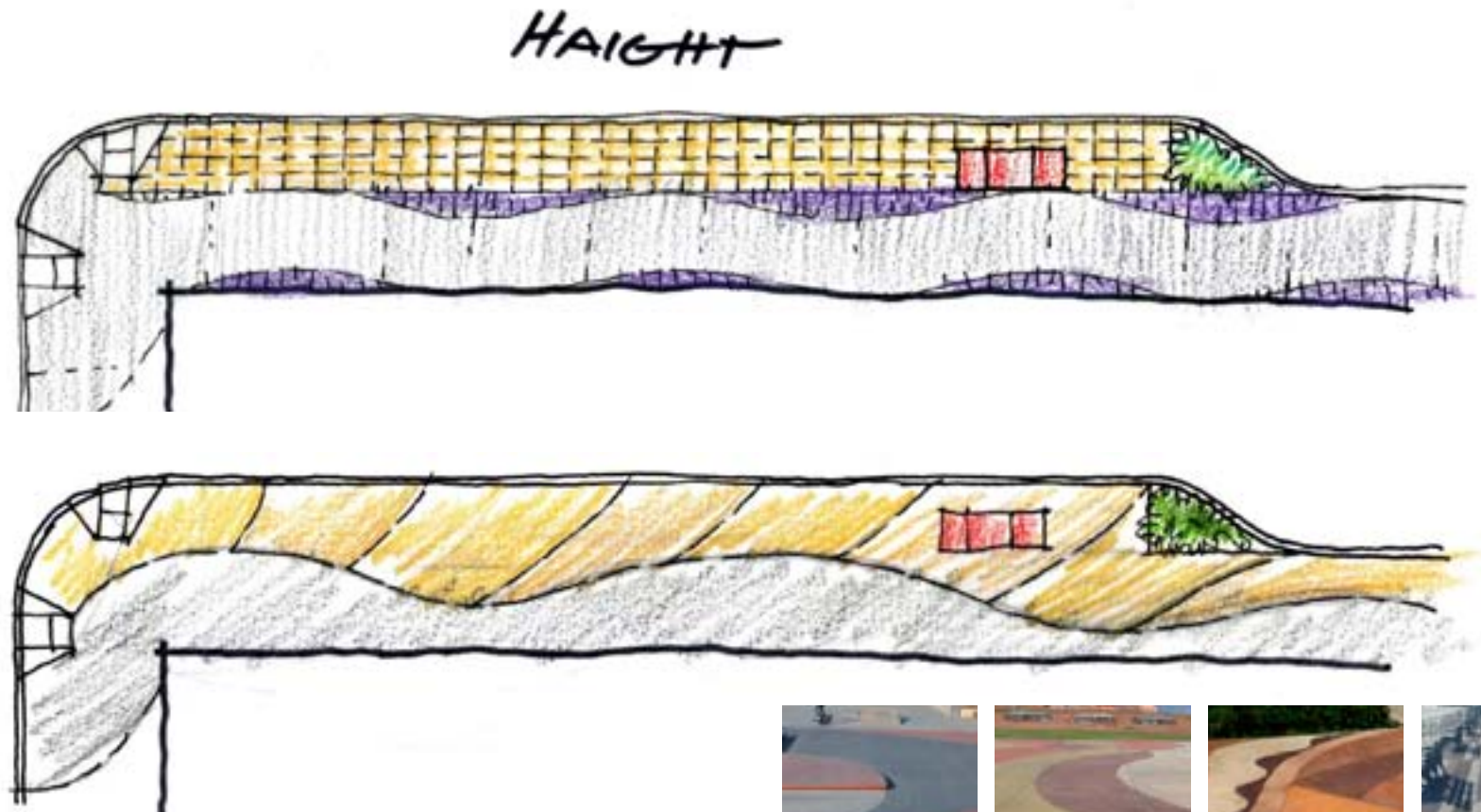
GREEN





SIDEWALK EXTENSIONS
TRANSIT STOPS (STANYAN & MASONIC)

HISTORY



SIDEWALK EXTENSIONS
TRANSIT STOPS (STANYAN & MASONIC)

UNIQUE PAVING



MID-BLOCK SIDEWALK EXTENSIONS

Sidewalk extensions in the middle of the block provide additional sidewalk space and can provide a neighborhood amenity. These spaces can be different sizes and incorporate different elements to activate and beautify the space. At the working group, Planning staff presented four sizes along with ideas for programming and activation.

In general there was an overall concern for parking loss, with the acknowledgement that these space provide activation potential.

Priority locations identified at Workshop 3 were reviewed at the working group with additional discussion around support from the fronting-merchant support. Based on this information, priority locations for Mid-block sidewalk extensions were refined to reflect potential for activation and sponsorship. See page 50 for a map highlighting these locations.

High Priority Locations

- Location B - South side between Shrader and Cole St (Second Act Marketplace, Alembic)
- T-intersection - North side at terminus of Cole St (Wells Fargo, Coffee Cantata)
- Location E - South side between Ashbury and Masonic Ave (Pork Store Cafe, Sandwich shop)

Mid Priority Locations

- T-intersection - South side at terminus of Cole St (Sunrise Deli, Stanza, Loved to Death)
- Location C - North side between Clayton and Ashbury St (Martin Mack's, Diamond Supply)

Low Priority Locations

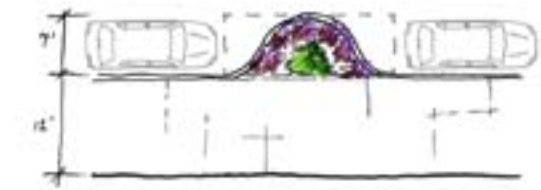
- Location A - North Side between Shrader and Cole St (NY Apparel, Ploy Thai)
- T-intersection - North side at terminus of Belvedere St (Tikka Masala, Wasteland)
- Location D - South side between Clayton and Ashbury St (Shoe Biz, Held Over)



ONE VEHICLE SPACE

With one vehicle space, the sidewalk extension could accommodate greening, but only with custom curb-return geometry. If designed with custom curb-return geometry, a maintenance agreement with sponsoring merchants would be required. If designed with standard curb geometry, it would not provide much usable space.

The working group agreed that this was not appropriate to the corridor as it did not provide enough activation potential or significant use able space.



Custom curb geometry - Decorative Landscaping



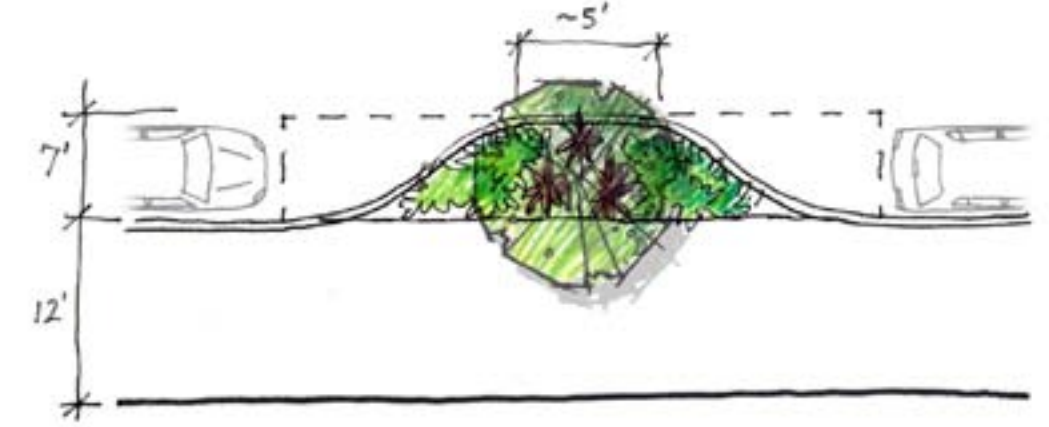
Custom curb geometry - Tree



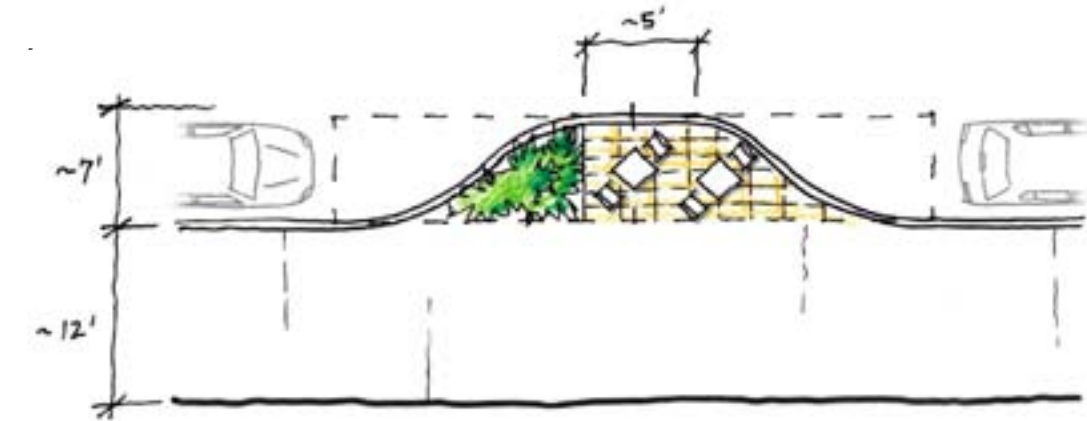
TWO VEHICLE SPACES

With two vehicle spaces, the mid-block sidewalk extension could incorporate greening or have active uses such as sidewalk seating.

The working group identified this option as an acceptable balance of parking loss and usable space for greening and light, merchant-sponsored activation.



Landscaped planter with tree



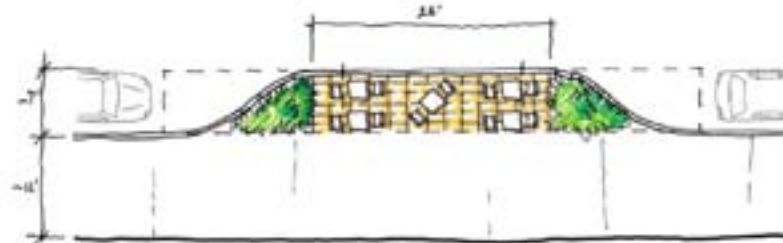
Outdoor seating



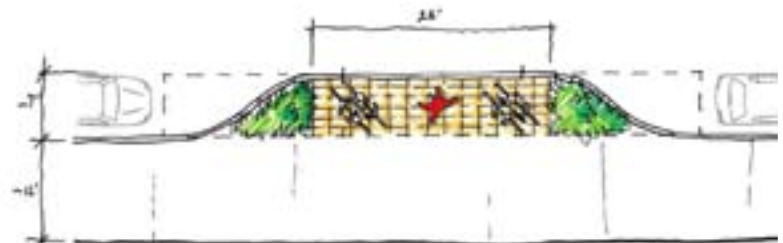
THREE OR FOUR VEHICLE SPACES

With three or four vehicles spaces, more intensive combinations of elements could be added including; greening, seating, public art, history plaques, other neighborhood identity markers, or special paving.

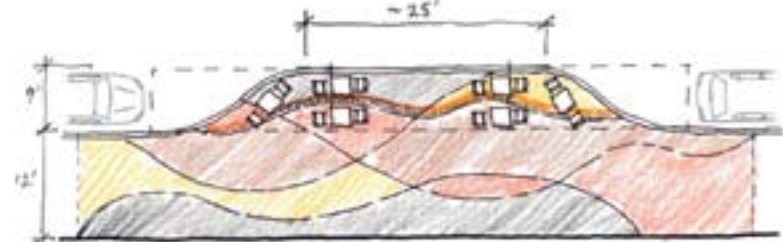
The working group agreed that three vehicle space sidewalk extensions would be considered if the supporting land use/merchant would support and ensure activation of the space.



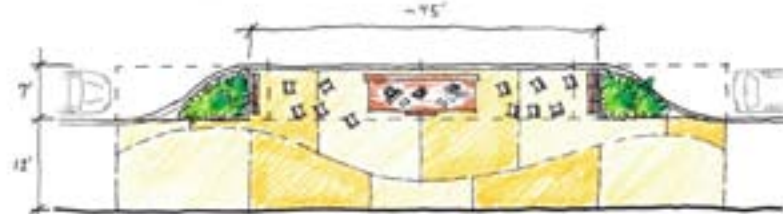
Three Car - Outdoor seating



Three Car - Bicycle parking + art installation



Three Car - Outdoor seating + special paving

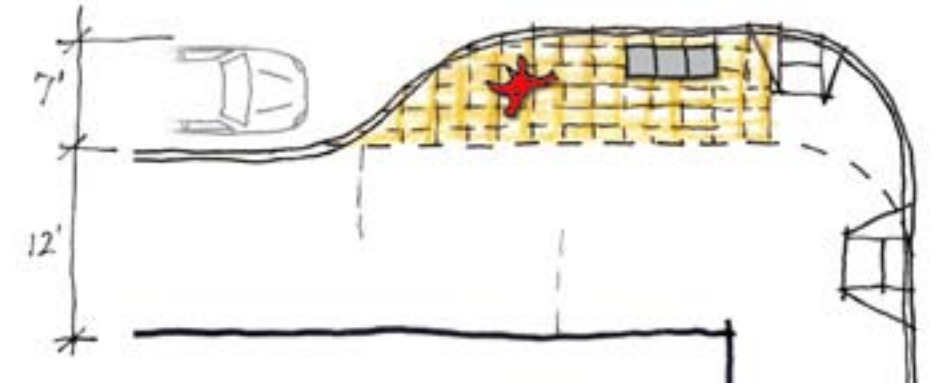


Four Car - Flexible performance space + special paving

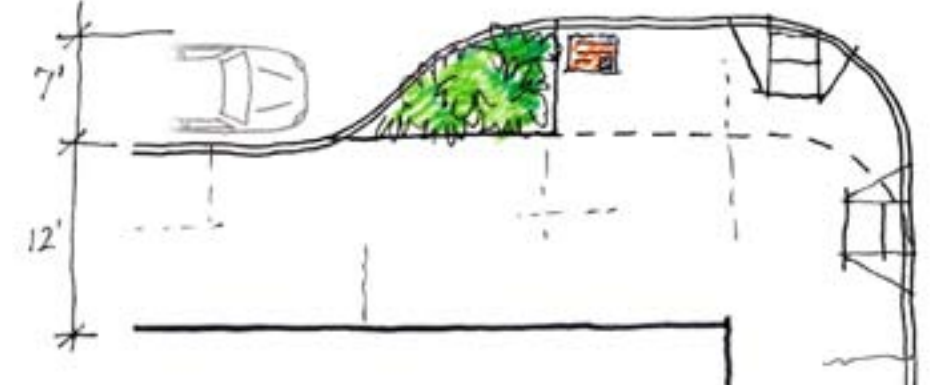
SIDEWALK EXTENSIONS AT CORNERS

Sidewalk extensions at corner provide opportunities to consolidate sidewalk amenities, increase pedestrian safety, and provide additional sidewalk space at corners.

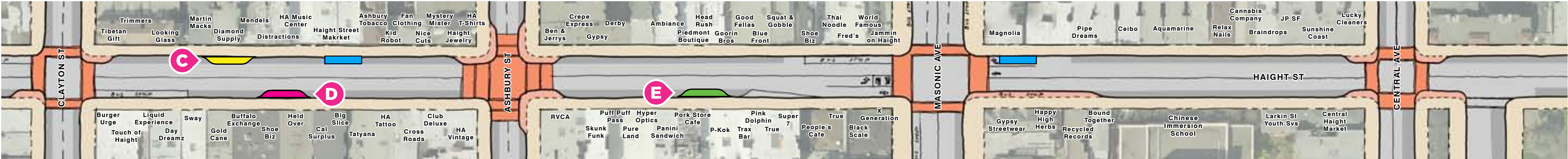
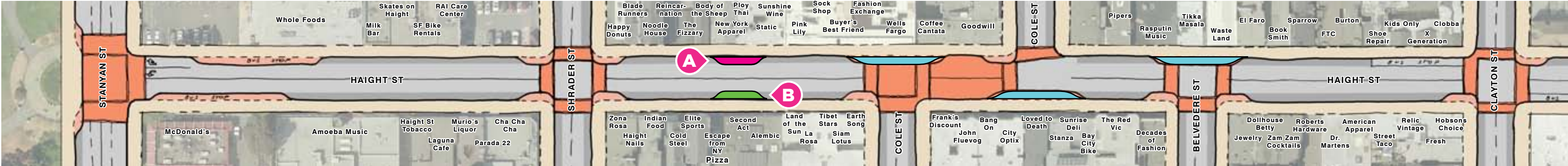
It was agreed that any designs at these locations should be simple and echo the more intensive improvements elsewhere along the corridor. There was consensus regarding special paving, however it was recommended that any greening, art, gateway, or history elements should be explored within the context of a specific intersection.



Special paving + art installation



Greening + history marker



Prioritized locations for mid-block sidewalk extensions

- Existing Sidewalk
- Existing Curb
- Sidewalk extension
- Intersection/Crosswalk treatment
- Parking area
- Mid-block extension - Highest Priority
- Mid-block extension - Mid Priority
- Mid-block extension - Lowest Priority
- T-intersection extension
- Existing Parklet





CHAPTER 4

Designs

INTRODUCTION

Specific site designs developed during the community planning process represent a vision for what Haight Street could be. These designs have been vetted through the community planning process and also reflect City feedback.

The following site designs are included in this chapter:

- Corridor Wide Treatments
- Sidewalk Extensions at Corners
- Sidewalk Extensions at Transit Stops
- Sidewalk Extensions at T-Intersections
- Mid-Block Treatments
- Public Realm Recommendations

CORRIDOR WIDE TREATMENTS

HAIGHT STREET

Haight Street will be improved by adding amenities that enhance the safety and experience of the street. The following corridor wide improvements are recommended:

- Sidewalk extensions at corners and T-intersections (Cole and Belvedere)
- Sidewalk extensions at transit stops (Masonic and Stanyan)
- Trash cans at transit stops
- New traffic signals (Shrader, Clayton & Central)
- Pedestrian scale lighting
- New infill street trees
- Neighborhood identity markers



SIDEWALK EXTENSIONS AT CORNERS

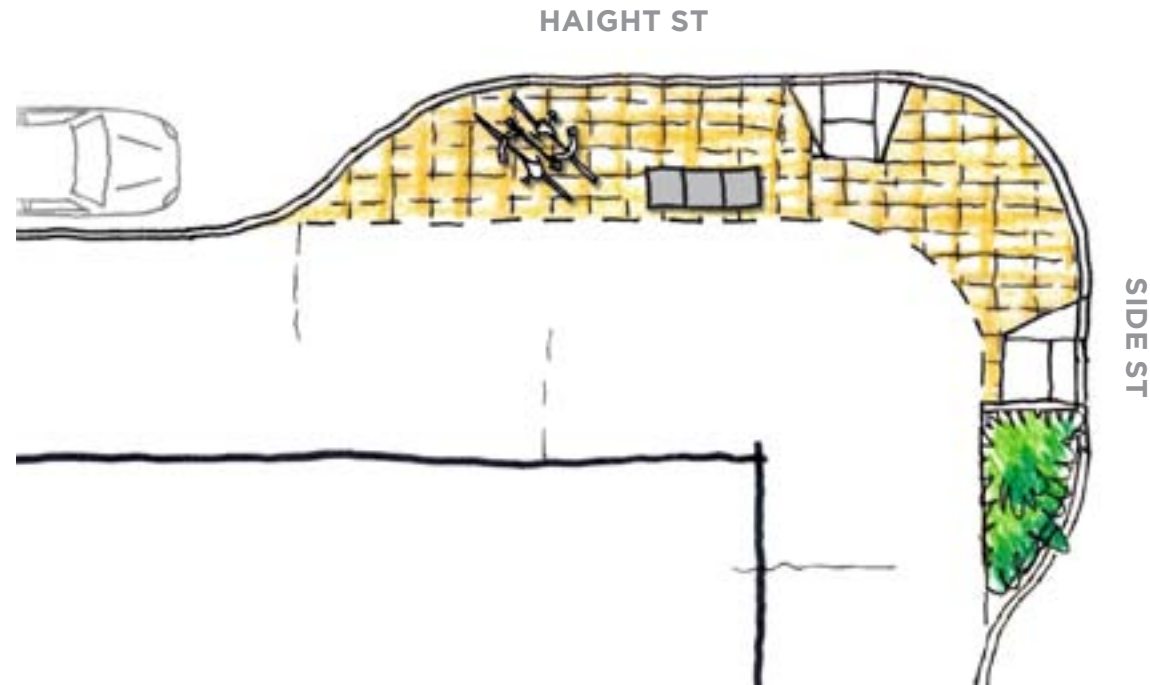
CORNERS

Corner sidewalk extensions help to reduce the crossing distance, make pedestrians more visible at the corner, slow vehicles making right turns, provide a visual gateway on residential side streets, and also provide additional space for pedestrians waiting to cross the street.

Corner sidewalk extensions are recommended at select locations along Haight Street and at side streets. The locations for corner bulb-outs onto the side streets were identified by the SFMTA Board. The sidewalk extensions have been designed to accommodate truck turning movements.

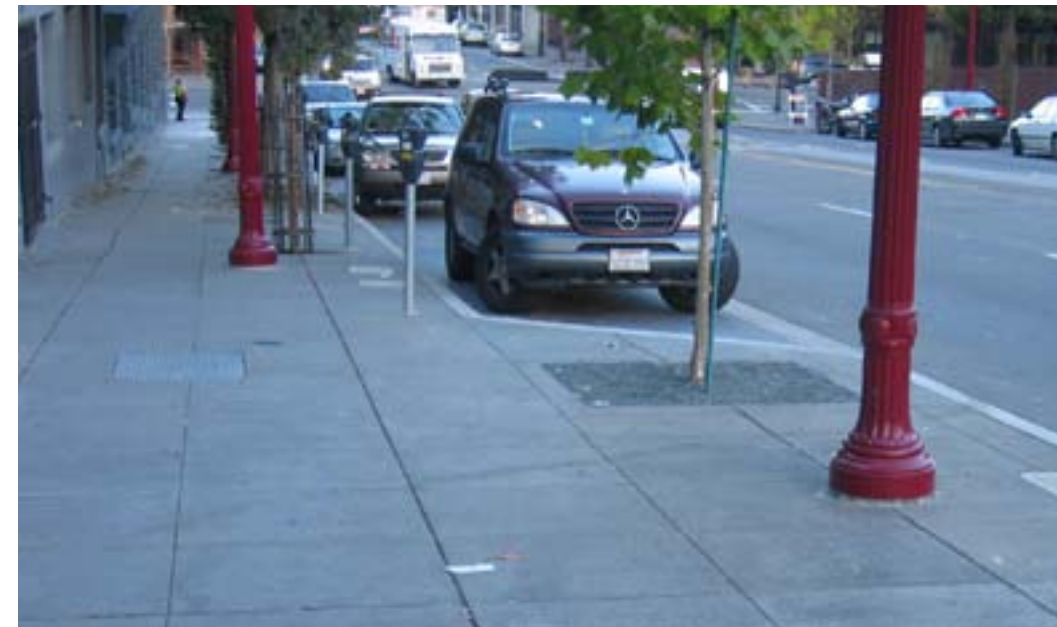
Corner sidewalk extensions are recommended at select corners at the following intersections:

- Shrader
- Cole
- Belvedere
- Clayton
- Ashbury
- Central



Hand drawing of corner sidewalk extension

Recommended treatments at these locations include special base paving common to the corridor and planted areas on side streets. In addition, there is an opportunity to consolidate sidewalk amenities at the corners that may otherwise be scattered mid-block, taking up valuable sidewalk space.



HAIGHT AND ASHBURY

Haight at Ashbury is an internationally-known intersection that attracts visitors from all over. Its corners are frequently crowded and residents and merchants would like something special to mark the intersection's significance.

As an iconic intersection within San Francisco, there has been interest in providing additional sidewalk space to accommodate the volume of pedestrians at this location. In addition, there has also been interest in slowing traffic traveling on Ashbury through this intersection. Corner sidewalk extensions provide both. Special paving unique to the intersection, history plaques, and an etched history band would provide a look into the Haight's history. The space would primarily be kept open and would provide limited planting area with low seating edges that are of a width and angle to encourage temporary lingering.

The following recommendations are proposed:

- Corner bulb-outs onto Haight and Ashbury
- Colored concrete paving on bulb-outs
- Stamped paving within the intersection
- Etched history fact band showcasing words, people, phrases unique to Haight
- Bronze history plaques showcasing moments throughout the neighborhood's history
- Keep flexible open space at corners for seasonal/event programming



Hand drawing of Haight and Ashbury



Existing NW corner of Haight and Ashbury



Existing crosswalk



Example of corner sidewalk extension with greenery



Example of colored concrete



SIDEWALK EXTENSIONS AT TRANSIT STOPS

HAIGHT AND MASONIC HAIGHT AND STANYAN

Sidewalks at transit stops will provide more efficient bus loading and will provide extra space in which to wait for transit. As part of Muni Forward, these extensions would occur at the existing transit stops at Stanyan, and the southeast corner of Masonic.

The following recommendations are proposed:

- Bulb-out onto Haight
- Special paving on the bulb-out
- Etched History Fact Band

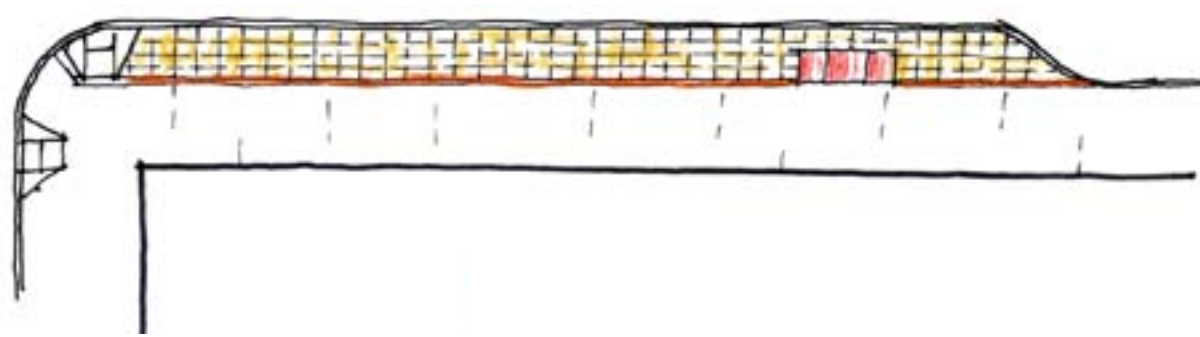


Existing Transit stop at Haight and Masonic

HAIGHT AND MASONIC



Sidewalk extension at transit stop



HAIGHT AND STANYAN



Sidewalk extension at transit stop, Hayes and Divisadero



Existing Transit stop at Haight and Stanyan

SIDEWALK EXTENSIONS AT T-INTERSECTIONS

HAIGHT AND BELVEDERE HAIGHT AND COLE

T-intersections occur at Cole and Belvedere as they terminate into Haight Street. Cole Street is the halfway point between Golden Gate Park and the Haight Ashbury intersection and connects Haight Street to the commercial heart of the Cole Valley neighborhood and to the Panhandle. Belvedere is a two block street that terminates at Haight Street.

Additional sidewalk space at these T-intersections can provide interesting sight lines down Cole and Belvedere, inviting people to the corridor. The additional space can also improve pedestrian safety by making pedestrians more visible and shortening the crossing distance.

These spaces could be designed with decorative paving, and a space for either a rotating art exhibit, or specimen planting. These elements will help to provide identity for the corridor and serve as a visual cue that you're entering the Haight Street corridor. At locations with fronting merchants who are willing to sponsor moveable tables and chairs, further activation could take place.

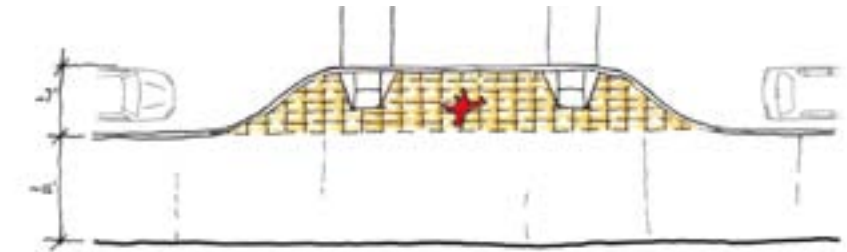
The following recommendations are proposed:

- Bulb-out onto Haight
- Special paving on the bulb-out
- Greening elements or space for a rotating art exhibit.

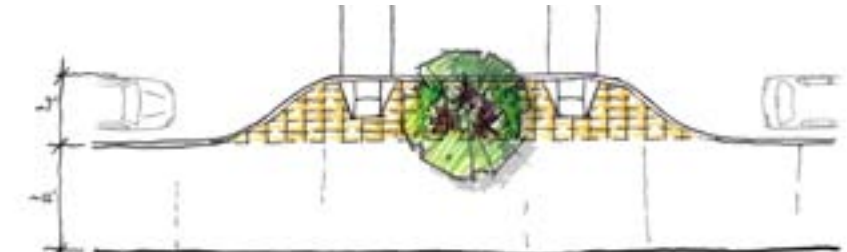
HAIGHT AND COLE



HAIGHT AND BELVEDERE



Rotating art exhibit



Specimen tree planting



Example of rotating art exhibit in Hayes Valley

MID-BLOCK TREATMENTS

OVERALL

Additional mid-block sidewalk space was identified by the community throughout the outreach process, the locations and feasibility of which were refined by working groups held in autumn 2014 and outreach to fronting merchants.

Additional sidewalk space at the mid-block can be programmed to meet the needs of a specific location. Some examples of amenities include greening, seating or art. (For more information see Working Group Session beginning on page 38).

LOCATION E -BETWEEN ASHBURY AND MASONIC (SOUTH SIDE)

The success of mid-block these spaces rely heavily upon the support and stewardship from the fronting merchant. Additional outreach to fronting merchants was conducted in early 2015 to gauge interest and stewardship potential for these spaces.

Based on the feedback received from the fronting merchants for high priority locations, one location, Pork Store Cafe (between Ashbury and Masonic) is recommended for a mid-block bulb-out at this time.

The space would be activated and maintained by the fronting merchant. Moveable tables and chairs could be added but would need to be brought inside at night and would remain out during business hours.

The following recommendations are proposed:

- Bulb-out onto Haight Street
- Special paving extending to the property line
- Greening elements
- Space for moveable seating or other activation

In the future, additional sidewalk space could be added mid-block at other locations by installing a parklet. Unlike permanent mid-block sidewalk bulbs, parklets are more temporary in nature, and require the fronting owner to construct, build and maintain the space.

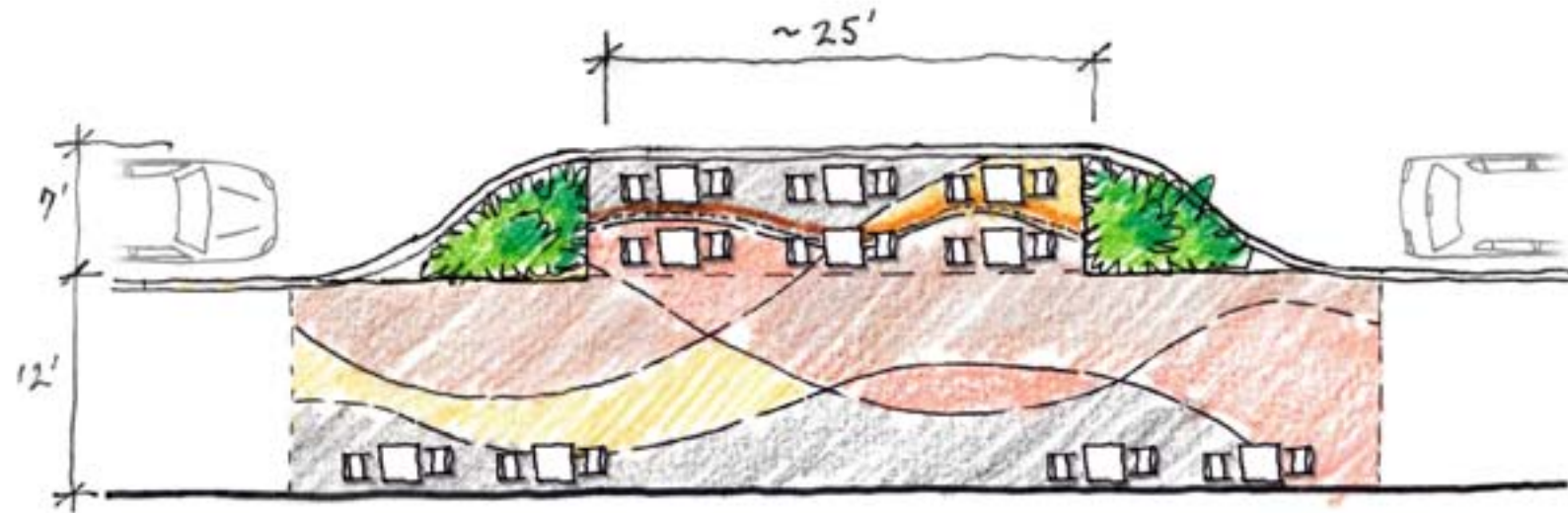


Diagram of Mid-block bulb-out, greening and space for moveable seating



Examples of moveable seating



Mid-block sidewalk extension, Valencia Street



Example of greening that could be incorporated into the sidewalk extension

PUBLIC REALM RECOMMENDATIONS

The images below are examples of the recommended streetscape elements. Exact fixtures and details would be determined during the design development phase of the project.



Street Lighting and Pedestrian Scale Lighting



Poetry Walk, Berkeley, CA, Colored concrete with etched text



Castro History Plaques



New and Infill Street Trees



Sidewalk landscaping & Green sidewalk extension



Special sidewalk paving, painted intersection, artistic elements as part of the sidewalk



CHAPTER
5

Implementation

INTRODUCTION





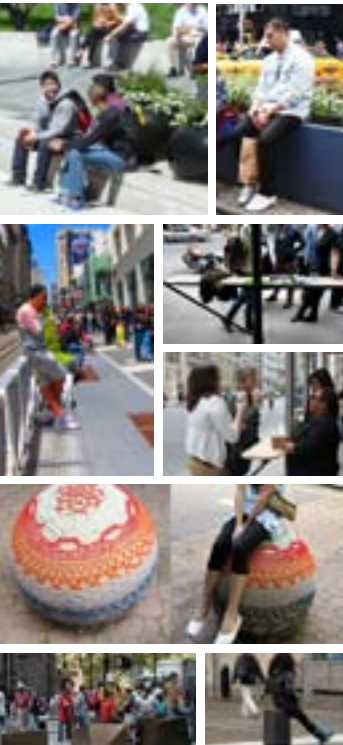
The Haight Ashbury Public Realm Plan is a long-term vision for the neighborhood's streets and sidewalks and serves as a guide for future implementation. Some aspects of the public realm design will be integrated into an immediate construction project through SFMTA's Muni Forward program. Elements that exceed the budget or cannot be implemented at this time have been included here so that as funding becomes available, these elements can be added and refined. This might include items such as string lighting, public art, and public space activation.

IMPLEMENTATION PRIORITIES

This section outlines the community priorities identified through the outreach process. The tables below guides City agencies on the improvements to fully implement the Haight Ashbury Street Public Realm Plan.






CORRIDOR WIDE TREATMENTS

The table below summarizes the top priorities for corridor wide treatments.

PRIORITIES FOR CORRIDOR WIDE IMPROVEMENTS				
1. LIGHTING 	2. GREENING 	3. IDENTITY 	4. SIGNAGE 	5. SEATING 










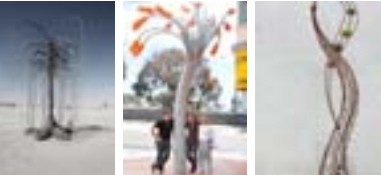

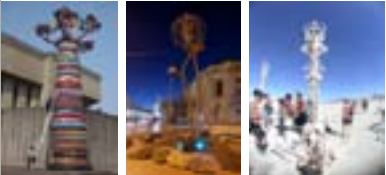
TREATMENT ELEMENTS

The table below summarizes the priority treatment for each corridor wide element.

PRIORITIES FOR TREATMENT ELEMENTS				
1. LIGHTING – TRADITIONAL 	2. GREENING – STREET TREES 	3. IDENTITY – ARTISTIC ELEMENTS 	4. SIGNAGE – POINTS OF INTEREST & TRANSIT (TIE) 	5. SEATING – PLANTER EDGES 






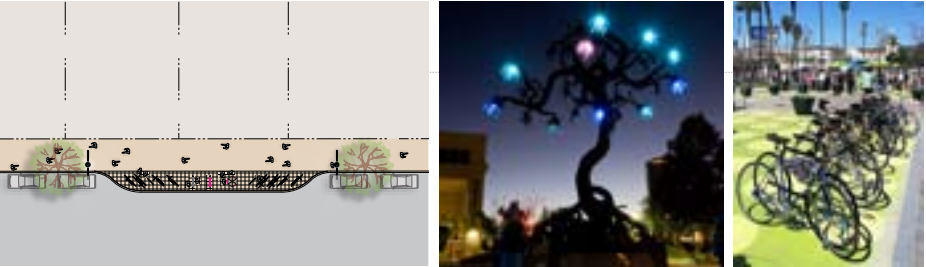


INTERSECTIONS

The table below summarizes the priorities for streetscape elements at specific locations within the plan area.

HAIGHT AND STANYAN	HAIGHT AND COLE	HAIGHT AND ASHBURY
GATEWAY ELEMENT 	‘ACTIVE’ SIDEWALK EXTENSION 	INTERSECTION TREATMENT 
CONTINUE BIKE RENTAL USE 	‘GREEN’ SIDEWALK EXTENSION 	INTERSECTION MARKER 
INTERSECTION TREATMENT 	‘AMENITY’ SIDEWALK EXTENSION 	FLEXIBLE SPACE 
PUBLIC ART 	INTERSECTION TREATMENT 	PUBLIC ART 

MID-BLOCK SPACES

The table below summarizes the priority locations for additional sidewalk space and top preferences for ways to activate that space.

PRIORITY LOCATIONS FOR ADDITIONAL SIDEWALK SPACE	PRIORITY WAYS TO USE ADDITIONAL SIDEWALK SPACE
1. LOCATION B - BETWEEN SHRADER AND COLE (SOUTH SIDE) 	1. GREEN 
2. LOCATION E - BETWEEN ASHBURY AND MASONIC (SOUTH SIDE) 	2. ACTIVITY 
3. LOCATION C - BETWEEN CLAYTON AND ASHBURY (NORTH SIDE) 	3. AMENITY 
4. LOCATION A - BETWEEN SHRADER AND COLE (NORTH SIDE) 	
5. LOCATION D - BETWEEN CLAYTON AND ASHBURY (SOUTH SIDE) 	

HAIGHT STREET PUBLIC REALM PLAN PROJECTS

The table below summarizes the projects that have been identified through the development of this Plan.

PROJECT	ACTION	KEY AGENCY	TIMEFRAME	FUNDING SOURCE	FUNDED
STANYAN STREET DESIGN	Work with Rec Park to develop a design for Stanyan to enhance edge conditions along Golden Gate Park	Rec Park, Planning, MTA	Near-term (1–5 years)	TBD	NO
MASONIC AVENUE DESIGN	Explore improvements to Masonic between Fell and Haight following implementation of Masonic Avenue redesign	MTA, Planning	Mid-term (5–10 years)	Federal, State or Local Transportation Funds	NO
STREETSCAPE AMENITIES	Install new street trees, greening, lighting and sidewalk extensions along Haight Street	MTA, DPW	2016	Revenue Bond, Seeking other sources	Partially
STREET TREE AND GREENING MAINTENANCE	Maintain new street trees and plants along the corridor	DPW	3 years	Revenue Bond	Funded for three years following construction
MAINTENANCE PLAN	Maintain new streetscape amenities, including street trees, sidewalk planters and sidewalk cleanliness	Neighborhood organizations & merchant groups, DPW	Three years after construction is complete	Local & Private funds	NO
HISTORY PLAQUES	Design and install history plaques along Haight Street	HAMA, DPW	Near-term (1–5 years)	Private funds	YES
TRANSIT SERVICE ADJUSTMENTS	Implement MUNI Forward Recommendations for 6-Parnassus and 71-Noreiga <ul style="list-style-type: none">• Stop removal at Cole and Central• Stop consolidation at Cole and Central	MTA	2016	Revenue Bond	YES
TRANSIT CAPITAL INVESTMENTS	Implement MUNI Forward Recommendations for 6-Parnassus and 71-Noreiga <ul style="list-style-type: none">• Install transit bulb-outs at Masonic and Stanyan• Install new corner bulb-outs at select locations• Install new traffic signals at Shrader, Clayton and Central	MTA	2016	Revenue Bond	YES
WAYFINDING	Improve citywide wayfinding to the upper Haight Street Commercial Corridor	MTA	Near-term (1–5 years)	State or Local Transportation Funds	NO
PARKLETS	Interested merchants should pursue a parklet applications	Merchants & Property Owners	Near-term (1–5 years)	Private funds	NO
BIKE CORRALS	Interested merchants should pursue bike corral applications	Merchants & Property Owners	Near-term (1–5 years)	SFMTA	NO
OCCASIONAL PLANNED STREET CLOSURES FOR NEIGHBORHOOD EVENTS	Neighborhood groups should seek street closure permit for neighborhood events.	Neighborhood organizations & merchant groups	Near-term (1–5 years)	Private funds	NO

AGENCY KEY

SFMTA: San Francisco Municipal Transportation Agency
SFCTA: San Francisco County Transportation Authority
SFPUC: San Francisco Public Utilities Commission

DPW: Department of Public Works
Rec Park: Recreation & Parks Department



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