

Octavia Boulevard Enhancement Project

The Octavia Boulevard Enhancement Project is a series of design efforts by the San Francisco Municipal Transportation Agency (SFMTA) to improve travel safety, circulation, and the street environment on and around Octavia Boulevard, which replaced the Central Freeway in Hayes Valley over a decade ago in 2005. As land parcels from the footprint of the former freeway are being developed, and with the ever increasing popularity of Patricia's Green and the Hayes Street commercial area -- and with the City committed to the goal of VisionZero to eliminate serious traffic injuries and fatalities by 2024 -- now is a great opportunity to evaluate and improve the Octavia Boulevard corridor and 'influence area' for all users.



The Octavia Boulevard Enhancement Project study area includes circulation routes and streets within several blocks of the boulevard, including Page Street from Webster Street to Market Street, and Market Street from Guerrero/Laguna streets to Valencia Street



Between Fell Street and Rose streets along the northbound Octavia Boulevard local road, current development plans call for approximately 130 housing units, 8,500 s.f. of commercial retail space, and 13 off-street parking spaces

Development parcels established with Octavia Boulevard

Completed Affordable Housing Purchased Market Rate Housing Future Market Rate Housing





ndering of Parcels "R & S" - Macy Architecture Build



Rendering of Parcels "M & N" - Envelope A

How Can I Stay Informed?

Sign up for updates by visiting www.sfmta.com/octavia or providing your email address at the check-in table today. At any time you can contact project manager Casey Hildreth at casey.hildreth@sfmta.com or 415-701-4817

How is the Project Funded?

The Octavia Boulevard Enhancement Project is funded from proceeds from the sale of development parcels established by the freeway removal, and development impact fees. Approximately \$11 million is budgeted over the next five years, with opportunities to leverage additional investment from upcoming private development projects and grants

Seven Projects/Proposals

The Octavia Boulevard Enhancement Project encompasses seven (7) individual projects or proposed concepts:

- **1** Hayes Street 'Follow the Paving' Project
- **2** Oak-Octavia-Laguna Safety Project
- **3** Market-Octavia Safety Project
- **4** Page Street Green Connections (Webster to Market)
- **5** Oak / Fell Street Lane Reduction
- **6** Northbound Octavia Local Road Streetscape Project
- **O** Octavia Trial Closure at Patricia's Green



'Quick and Effective' Pedestrian Safety Measures

Completed in 2015

An initial step to improve safety in Hayes Valley, the Octavia Boulevard Enhancement Project upgraded crosswalks at a dozen intersections and provided intersection 'daylighting' (red curb zones) at over two dozen intersection approaches in 2015.

1 Hayes Street 'Follow the Paving'

Project Description

As part of an upcoming utility upgrade and paving project on Hayes Street, the City will construct five new pedestrian bulbouts (sidewalk extensions) at Laguna and Buchanan streets in order to improve pedestrian safety, comfort, and accessibility.

City staff have also worked closely with the developer of 580 Hayes (under construction) to widen the sidewalk at the outbound bus stop at Laguna Street (MUNI Route 21), as well as on Ivy Street as part of a vision for "living alleys" established in the Market/Octavia Area Plan.



Approved concepts for Hayes Street "Follow the Paving" improvements at Buchanan and Laguna streets









Project Description

This project builds upon changes to Oak Street from last year that provided two all-day right-turn lanes onto Octavia Blvd and widened the northern sidewalk. New bulbouts will shorten crossing distances and improve accessibility in concert with pedestrian signal upgrades.

On the Boulevard itself, the project will take advantage of good traffic signal progression to extend the landscaped center median north of Oak Street toward Fell Street, which will also add street lighting. Existing "thumbnail" islands will be moved and expanded at Oak Street to declutter crosswalks and reduce the potential for vehicle-to-vehicle collisions.





Project Schedule (subject to change)



More info on other proposals inside the PROXY site...





Market-Octavia Safety Project

Project Objectives

- Improve safety by addressing collision patterns and poor traffic compliance, including illegal turns onto the freeway
- Increase physical protection for people bicycling and reduce overall conflicts with other modes
- Reduce pedestrian crossing distances and improve ADA accessibility
- Provide 'urban gateway' elements that reinforce the transition from **Central Freeway to urban neighborhood streets**
- Maximize traffic signal timing efficiency
- Consistency with Upper Market & Better Market Street projects

Collision History Diagram : Market at Octavia Boulevard / Central Freeway Off-Ramp











Detailed Design Phase

Identify Preferred Alternative & Potential Near-Term Implementation Elements



cept Design Alternatives

Outreach / Refinement Public Hearings

ironmental Review

Market-Octavia Safety Project

njury-inducing collisions at Market/Octavia (2011-2015)[,] Does not include MUNI F-Line collision

∽ ─ Party at fault

Party at fault

Project Alternatives & Elements

s draft alternative "fills in" the existing EB Market left-turn lane This draft alternative converts the existing EB Market left-turn Octavia Blvd with a landscaped center median, and narrows the existing plaza at McCoppin St to provide a wide physical buffer St. This change requires the removal of pedestrian refuge islands ween the inbound bike lane and adjacent vehicle travel lane.

Alternative B

lane into a thru-lane, allowing for a better connection to Franklin on the east leg of Market St and narrowing of the center median A buffer between the EB bike and travel lanes is achieved by either narrowing the McCoppin St plaza or dropping the curbside travel lane midblock.



A proposal to convert Hermann St between Buchanan and Laguna streets to one-way eastbound, in order to add angled parking and a large bulbout adjacent to the Mercy Housing development, is currently being reviewed by various City agencies. Design options shown reflect ongoing discussions and are subject to change.

Advertise / Bid / Award /

Notice to Proceed

Construction

PROPOSALS IN DEVELOPMENT

Octavia Boulevard Enhancement Project



Project Description

The Page Street (Webster to Market) Project is an effort to implement walking and bicycling safety improvements, as well as advance the sustainable public realm and connectivity goals established in the Market/ Octavia Area Plan, and the San Francisco Planning Department's Green Connections Plan and ongoing Lower Haight Public Realm planning effort.

After implementing a "quick fix" to the block between Octavia Boulevard and Laguna Street in February 2016, the SFMTA seeks to identify and prioritize longer-term capital investments and other potential near-term improvements. A key challenge is to consider how (and if) to divert or otherwise manage vehicular traffic accessing Octavia Boulevard. Daily traffic volumes west of Octavia are currently double what is considered a viable threshold to support a comfortable bicycling experience, while a number of safety concerns have been raised by John Muir Elementary School families and staff.

The project budget for this five-block segment is approx. \$1.5 million.



Page Street (Market to Webster)



Objectives

- Prioritize and improve the experience of Page Street as a pedestrian and bicycle priority corridor
- Calm traffic (including inbound bicyclists) within the John Muir Elementary school zone
- Explore options to address the negative impacts of vehicle congestion and the perceived 'over use' of Page Street as a through route to Octavia Boulevard and the Central Freeway
- Identify and support green stormwater infrastructure and new landscaping opportunities
- Consistency with ongoing planning efforts for Page Street, including the Lower Haight Public Realm Plan





Project Description

This project would convert a travel lane on both Oak and Fell streets between Octavia Boulevard and Gough Street to back-in angled parking (conversion from 3 to 2 travel lanes). If approved, striping and parking changes could happen in the near-term, and bulbout concepts could be developed and implemented as part of the Octavia Northbound Local Road Streetscape Project.



Example image of back-in angled parking with large pedestrian bulbout

Although no longer necessary for environmental review, a traffic study was prepared to determine the potential impacts to congestion from the lane reduction proposal. As shown at right, there is virtually no increase in delay expected as a result of the project.



- Support large pedestrian bulbout opportunities
- Help mitigate the anticipated loss of parking from nearby projects
- Calm traffic while maintaining adequate roadway capacity

(Note: Existing conditions based on volume data collected in 2015)

	Octavia	a/Fell	Gough/Oak						
	Level of Service (LOS)	Delay (seconds)	Level of Service (LOS)	Delay (seconds)					
Existing (AM)	В	14.1	A	8.3					
Project (AM)	В	15.7	A	8.6					
Chang	e	1.6 sec		0.3 sec					
Existing (PM)	С	25.9	В	19.6					
Project (PM)	С	27.2	С	20.3					
Chang	е	1.3 sec		0.7 sec					



Fell Street - Existing Conditions

Proposed Conditions

Fell Street - Proposed Conditions

(subject to change)

Oak Street - Proposed Conditions

Oak Street - Existing Conditions

roposed Conditions



Octavia Boulevard Enhancement Project **PROPOSALS IN DEVELOPMENT**



Project Description

This project proposes to address community requests for additional traffic calming and support pedestrian comfort / placemaking opportunities in conjunction with upcoming development. The project planning extents are from Haight to Fell streets, although City funding (~\$1.5m) is expected to cover construction for only 1-2 blocks (with a focus on Page to Fell streets).

The SFMTA will be working with Public Works landscape designers and developers in the months ahead to create streetscape concept alternatives for public review in fall 2016.





Octavia Trial Closure @ Patricia's Green

Project Description

This project will explore and test the opportunities and challenges with removing vehicular access on one or both sides of Octavia Boulevard at Hayes Street, in response to numerous traffic calming requests and observed congestion issues at Hayes Street.

Since development of the adjacent vacant parcels is several years away, the project is not proposing expensive changes to the street, but rather data collection and "Pavement to Parks" strategies that could support potential permanent streetscape and circulation changes in the future.

Objectives

- Provide additional traffic calming with raised elements and improved urban design
- Ensure the boulevard local roadway is a safe and comfortable bicycle facility
- Widen the pedestrian realm and improve accessibility to support increased demand with future development
- Identify and prioritize green stormwater management opportunities, e.g. raingardens and additional landscaping

Project Schedule (subject to change)

2016				2017											2018								
N	/lay Jur	ne Ju	lly Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Мау	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	
Octavia NB Local Road Streetscape Project		Develop Streetscape Design Alternatives					Approvals / Public Meetings			Detailed Design Phase						Advertise / Bid / Award / Notice to Proceed Construction					>		
Identify Preferred Alternative																							

Objectives

- Explore and analyze the impacts of temporararily closing vehicular access on one or both Octavia local roads adjacent to Patricia's Green
- Identify and support potential programming and placemaking opportunities
- Assess the potential for long-term circulation and open spaces changes

Project Schedule (To Be Determined)



Precedents / Potential Elements



Multi-way boulevard best practices



Bell Street Park (Seattle, WA)



Defined yet flexible pedestrian zones



Integrated landscaping / special pavers

Precedents / Potential Elements



Recurring, temporary, and / or partial closure to traffic



Forced vehicle turns except bicycles



Shared and motorcycle parking stalls, other priority curb uses