

ABOUT THIS OPEN HOUSE

Welcome, and thanks for joining us!

Today we hope you will:

- Learn more about the project and the “neighborway” concept
- Review and provide feedback on draft plans for sidewalk bulbouts, raingardens, and traffic calming
- Provide feedback on potential traffic diversion on Page Street

Before you leave: Please sign in and don't forget to give us your input on the final two boards!

PAGE STREET - A neighborhood street part of two important city-wide networks



Page Street is an east-west route in the City's official bike network. It connects to the Panhandle Path in Golden Gate Park and Market Street bike lanes, and helps avoid busy arterials such as Oak and Fell streets, as well as Buena Vista Hill. For this reason it is one of the most popular routes in the City.



Page Street is designated as an official Green Connection (#4) in the San Francisco General Plan. These streets are prioritized for active transportation upgrades, more sustainable infrastructure, and improved wildlife habitat (or “greening”) due to their connectivity to parks and other destinations.

PAGE STREET - By the numbers

1,250 people per day ride a bicycle on Page Street

80% ride eastbound (downhill) in the morning, making it one of the City's busiest bike corridors (with more bikes than cars in the AM peak hour).

Two (2) Neighborway Project phases. Phase One (current phase) is from Market to Webster streets. Planning efforts for Phase Two (Webster to Stanyan streets) will begin in 2018.

230 pedestrians an hour cross the Webster and Octavia intersections at Page St in the AM peak

Pedestrian activity generators include John Muir Elementary, Koshland Park, jobs downtown, and destinations along Hayes and Haight Streets, including transit.

SFMTA PROJECT TIMELINE

SFMTA Actions

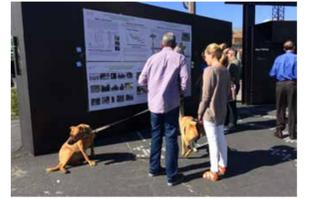
Public Input Opportunities

Winter 2014 / 2015

Data Collection and Analysis



Octavia Boulevard Open House - April 2015



- Introduced idea of traffic diversion on Page, addressing safety at Octavia intersection
- Opportunity for community comments

Preliminary Conceptual Design



Page St "Walking Tour" - September 2015



- Previewed center-running bike lane spot improvement
- Opportunity for community comments

February 2016

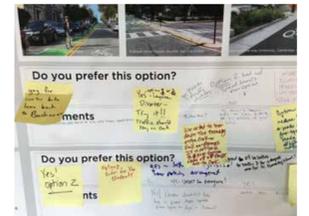
Implemented Octavia/Page bike spot improvement, including center-running bike lane

Revised Concept Design



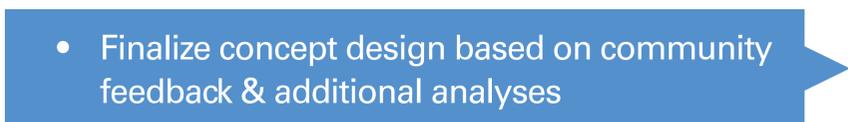
- Preliminary traffic analysis
- Re-brand project as one of SFMTA's new "Neighborway" projects

Octavia Open House, Page/LHPRP Open House - May 2016



- Formally introduced project draft concept(s), including traffic diversion options
- Initial combined open house with Lower Haight Public Realm Plan (LHPRP)

Finalize Concept Design



- Finalize concept design based on community feedback & additional analyses

WE ARE HERE

- Introduce "Neighborway" project concept
- Share staff preferred alternative
- Gather feedback on traffic calming, traffic diversion, and bulbout specific impacts

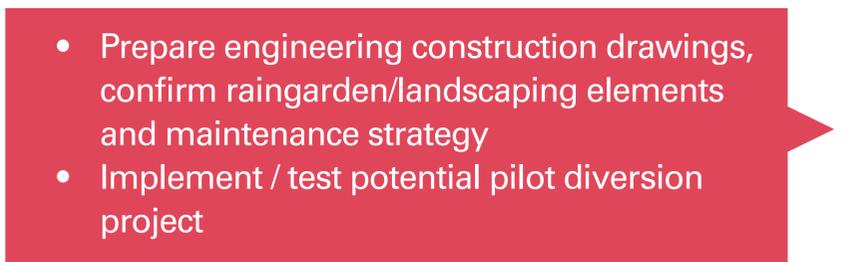
March 21, 2017

MTA Board to consider approval of center bike lane extension

Spring 2017

Implement center-running bike lane extension

Detailed Design Phase



- Prepare engineering construction drawings, confirm raingarden/landscaping elements and maintenance strategy
- Implement / test potential pilot diversion project

SFMTA Public Hearing

- Official community comment forum on project proposal (no formal action taken)

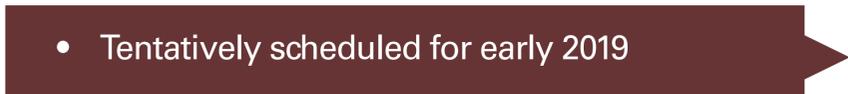
SFMTA Board Approval

- Final opportunity for public comment on design elements
- Approval by SFMTA Board (summer 2017)

2018

Start planning & outreach for Page Street Neighborway "Phase 2," Webster to Stanyan streets

Construction



- Tentatively scheduled for early 2019

SFMTA Public Hearing / Board Approval

- SFMTA Board to consider approval of permanent traffic diversion & potential design alterations after pilot evaluation

WHAT IS A NEIGHBORWAY?

The SFMTA is hoping to apply the “neighborway” concept to Page Street to create a safe, pleasant east-west route for people walking and biking in the Hayes Valley and Haight neighborhoods. The neighborway isn’t a new idea, though. Neighborways are residential streets designed for low vehicle traffic and speeds, where children can play and people walking and biking are given priority. They’ve been implemented throughout the U.S. and Canada, including in cities like Seattle, Portland, and Chicago.

Neighborways:

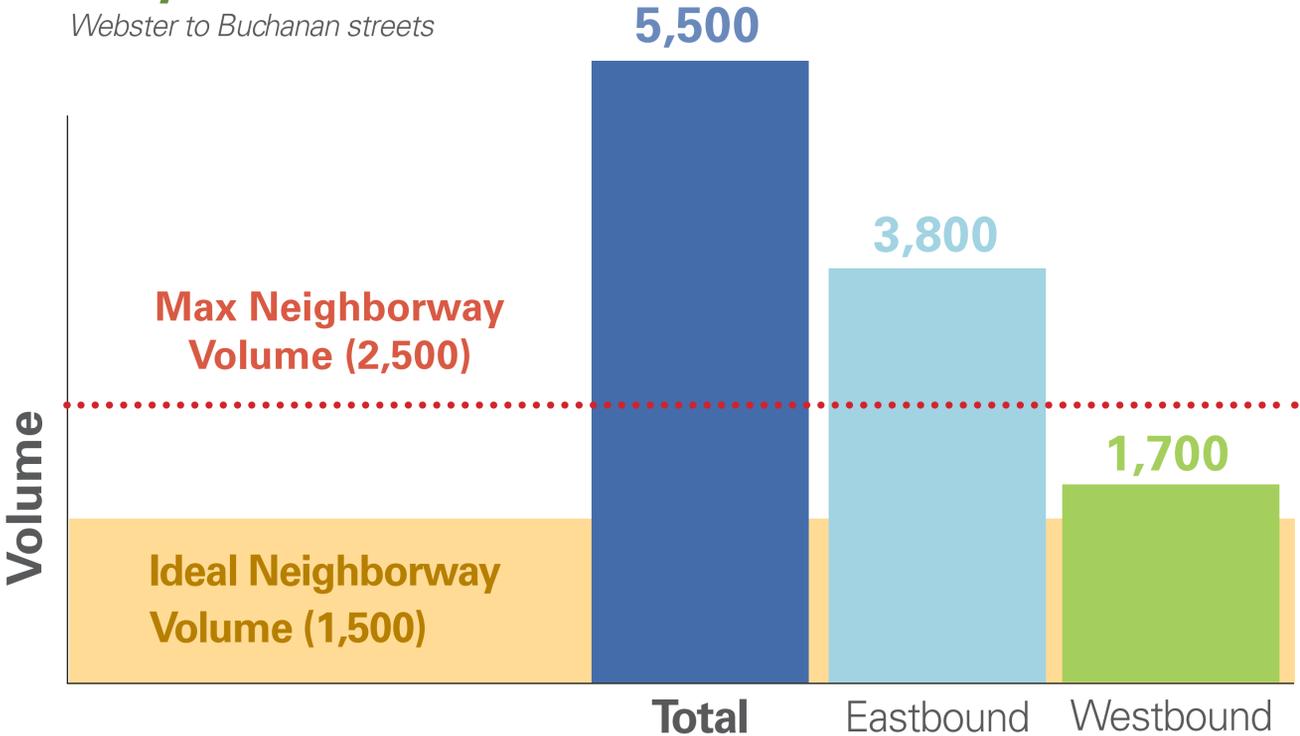
- **Serve as active transportation connections** between parks, schools, business districts, and where people live.
- **Use traffic calming measures** such as speed humps or raised crosswalks and traffic diversion to achieve the slower speeds and lower traffic volumes that make them a more pleasant place to walk and bike.
- **Provide connectivity** to the broader bicycle route network.
- **Ideally have street trees and other landscaping elements** to provide a sustainable, comfortable urban environment - especially if located along the City’s *Green Connections Network* (www.sf-planning.org/green-connections)



Page Street Existing Speeds and Traffic Volumes

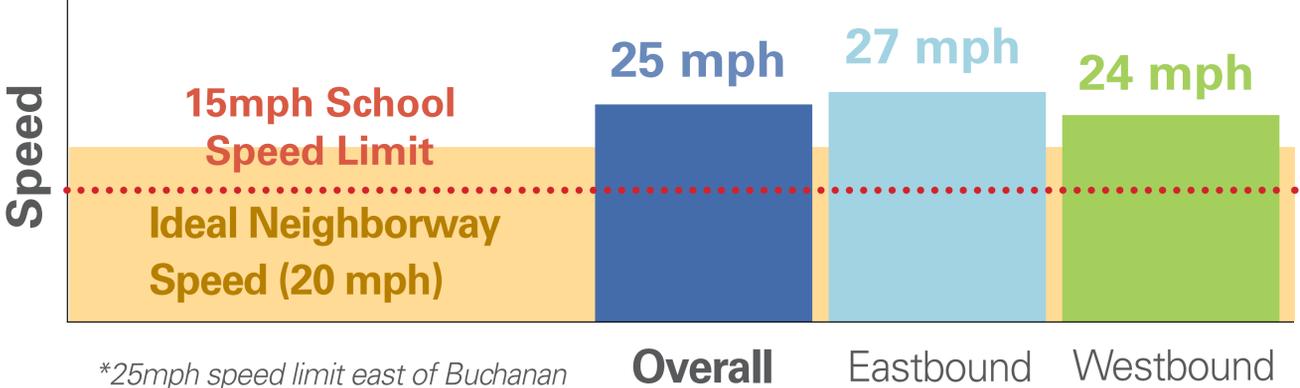
Daily Traffic Volumes

Webster to Buchanan streets



Speeds (85th Percentile)

Webster to Buchanan streets*



*25mph speed limit east of Buchanan

PROJECT GOALS & OBJECTIVES

TWO OVERALL GOALS:

- Make Page Street a safer and more pleasant place to walk and bike between Webster and Market streets (limits of Market-Octavia dedicated funding source)
- Advance the sustainable public realm vision established in the Market-Octavia Area Plan and San Francisco Planning Departments' Green Connections and Lower Haight Public Realm plans

SPECIFIC OBJECTIVES:

- Manage conflicts between inbound bicyclists and cars waiting to turn right onto Octavia Boulevard
- Improve intersection safety for people walking
- Calm traffic (including bicyclists) in 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/Central Freeway
- Support green stormwater infrastructure and new landscaping opportunities

WHAT WE'VE HEARD (ISSUES)

General concern: maintain adequate supply of on-street parking for residents / businesses

Drivers and bicyclists running stop signs, no school crossing guard

John Muir ES loading zone / activities (maintain westbound traffic flow)

Zen Center an important regional draw: do not restrict access from Laguna

Left-turning traffic blocks intersection, conflicts with people biking inbound

Frequent double-parking on this block

Existing school crossing guard



Long wait for inbound green signal phase

Few street trees

High traffic speeds (both directions) and volumes (mostly eastbound) in school zone

Chronic (all day) congestion eastbound
Desire for better walking access to Koshland Park & Learning Garden

Drivers block intersection, run red lights when turning right

Increased congestion, conflicts with right-turns from Gough Street

HOW TO IMPROVE PAGE STREET?

MEASURES CONSIDERED BUT DROPPED



Parking / Physically Protected Bikeways to separate people biking from moving traffic

- X Too many driveways to complete corridor-wide*
- X Not adequate for emergency vehicle access (EVA)*
- X Requires too much parking loss for benefits*



One-Way Conversion to manage overall volumes and discourage cut-through traffic

- X Not compatible with two-way bicycle traffic without significant parking restrictions / EVA impacts*
- X Overly restrictive to local access compared to alternative diversion concepts*



Traffic Islands & Circles to encourage slow traffic & reduced conflicts at intersections

- X Not adequate for emergency vehicle access, and/or*
- X Requires too much parking loss for benefits*
- X May impede flow of bicycles in traffic congestion*



Speed Humps to encourage slow & calm vehicle traffic midblock

- X Does not benefit pedestrians crossing at intersections*
- X Not appropriate for steep grades (>13%)*
- May be appropriate in future / compatible with project*
- Speeding addressed by other proposed measures*

RECOMMENDED MEASURES



Credit: Google Streetview

Partial Traffic Diversion to manage overall volumes and discourage cut-through traffic

- ✓ *Compatible with maintaining two-way local access and neighborhood character*
- ✓ *Allows two-way bicycle flow without parking loss*
- ✓ *Doubles as improved pedestrian infrastructure*



Credit: NACTO

Raised Intersections and Crosswalks to promote safer, slower vehicle movements through intersections

- ✓ *Slows traffic where it's needed most, at pedestrian crossings; also improves accessibility*
- ✓ *Provides neighborhood "gateway" and urban design "showcase" opportunity*



Bulbouts with raingardens help capture and treat stormwater, and can provide seating and other landscaping / habitat opportunities

Corner Bulbouts to slow turning vehicles and decrease pedestrian crossing distances. Larger bulbouts may also provide substantial greening opportunities, including raingardens

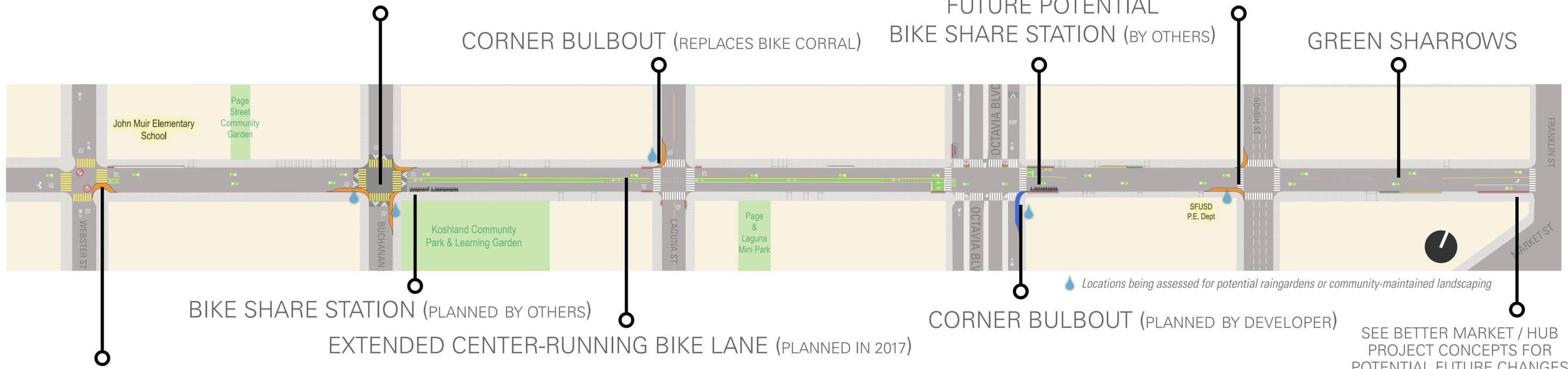
- ✓ *Supports numerous project and citywide goals, from traffic safety to placemaking and sustainability*
- ✓ *Possible in "Phase One" Neighborway segment due to availability of developer impact fees*

Infill Street Trees to be explored in conjunction with Public Works and Friends of the Urban Forest (FUF) in the project's detailed design phase

PROPOSAL OVERVIEW

RAISED INTERSECTION / CROSSWALKS; CORNER BULBOUTS

CORNER BULBOUTS



CORNER BULBOUT (REPLACES BIKE CORRAL)

FUTURE POTENTIAL BIKE SHARE STATION (BY OTHERS)

GREEN SHARROWS

BIKE SHARE STATION (PLANNED BY OTHERS)

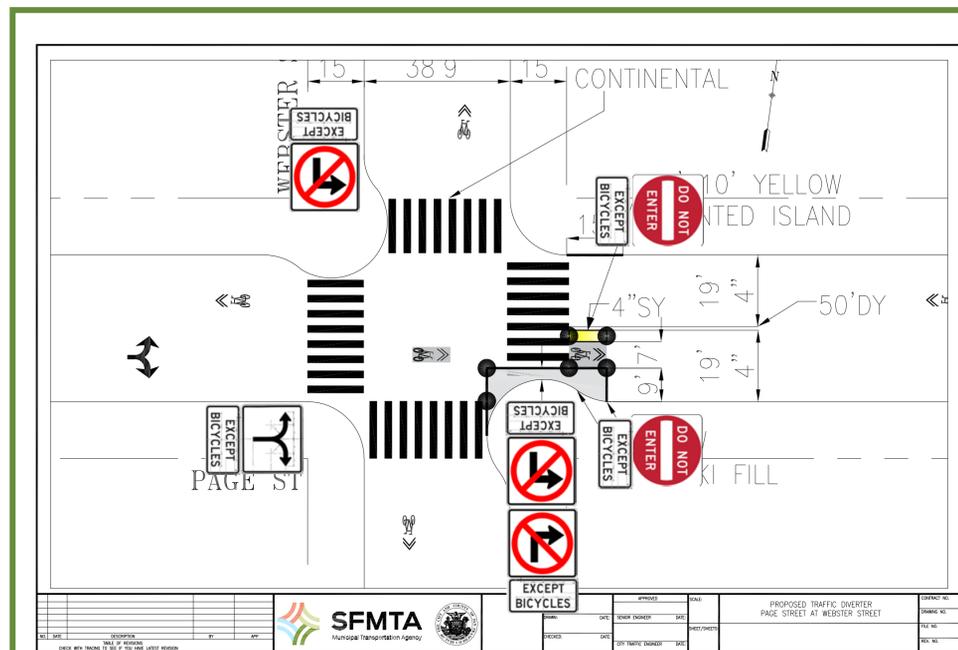
EXTENDED CENTER-RUNNING BIKE LANE (PLANNED IN 2017)

CORNER BULBOUT (PLANNED BY DEVELOPER)

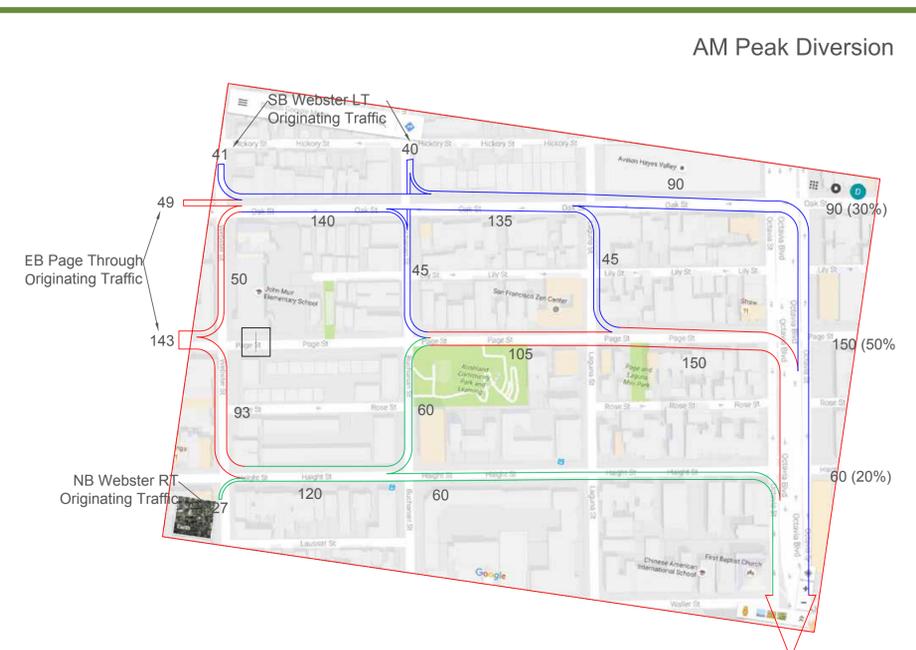
SEE BETTER MARKET / HUB PROJECT CONCEPTS FOR POTENTIAL FUTURE CHANGES

Locations being assessed for potential raingardens or community-maintained landscaping

POTENTIAL EASTBOUND TRAFFIC DIVERTER



TEMPORARY PILOT DIVERTER PROPOSAL



PRELIMINARY EASTBOUND TRAFFIC DIVERSION ANALYSIS (DISCUSSION PURPOSES ONLY)

PARKING IMPACTS

- SFMTA's proposal would replace 7-9 parking spaces along Page Street with safety features and amenities (an average of less than 2 spaces per block). An additional 3-5 spaces would be replaced on Buchanan and Gough streets, for a project total of 10-14 spaces pending final design
- Projects by others (bike share and developers) could replace an additional 5-7 spaces on or near the Page Street corridor (Webster to Market)
- For more information on SFMTA's Residential Parking Permit Evaluation & Reform Project, visit sfmta.com/neighborhoodparking

TRAFFIC DIVERSION CONCEPTS

By reducing through-traffic on Page Street, diverter(s) would achieve the project goal of creating a safe place for walking and biking, and residents of Page Street would benefit from less vehicle traffic. Below is a summary of diversion options that were explored:

Webster St (as proposed)

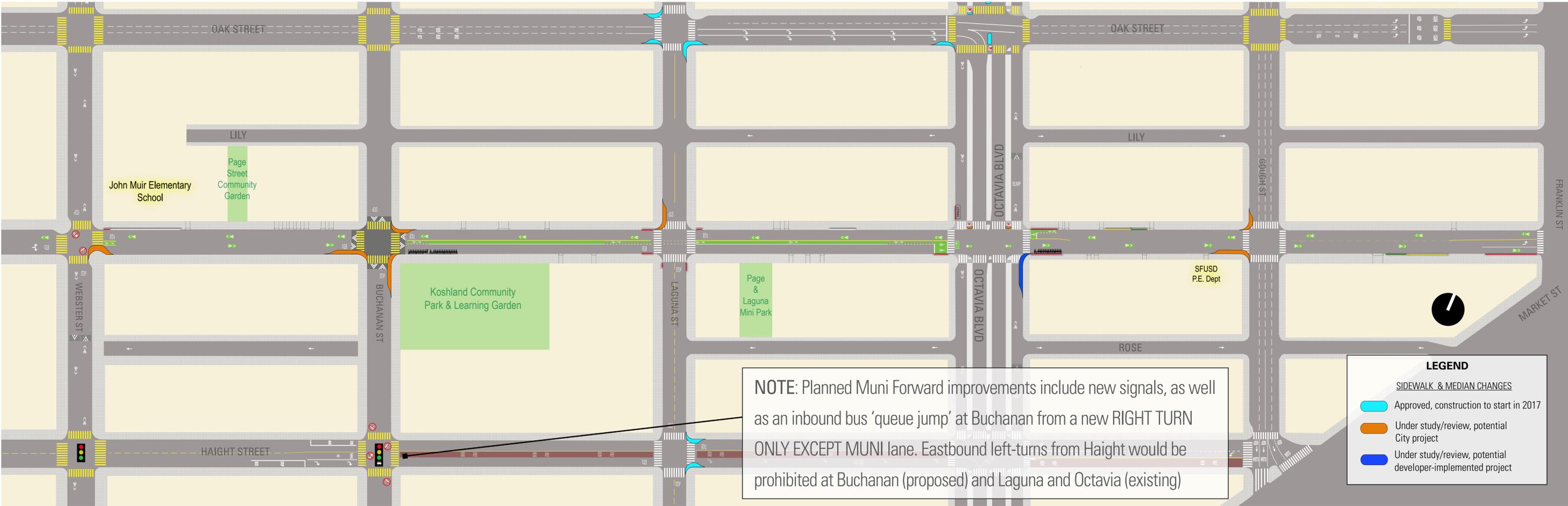
- Eastbound diversion allows 'release valve' to Octavia (via Buchanan and Laguna) - more achievable diversion without generating city-wide impacts
- Expected to reduce Page St traffic by ~50% at Octavia and much more at school
- SFMTA proposes a year-long pilot to test diversion impacts, including evaluation of MUNI travel speeds on Haight Street and Oak Street congestion levels
- Pilot diverter cannot be implemented until Muni Forward Haight Street and 'The Wiggle' improvements are implemented (expected by spring 2018)

Buchanan/Laguna Streets

- Eastbound diversion at Buchanan would still allow a 'release valve' to Octavia (via Laguna), but complications include visibility concerns due to the steep grade, potential incompatibility with proposed raingardens, and increased traffic on Buchanan Street
- Eastbound diversion at Laguna would divert nearly all Octavia-bound trips, which may lead to unacceptable congestion. Other concerns include limiting vehicle access to the Zen Center

Octavia Boulevard

- One-way westbound Page St (eastbound diversion) considered to have unacceptable impacts to both local and city-wide circulation
- Diverting eastbound through trips/left turns only at Octavia with a center median would not substantially reduce corridor traffic volumes
- Diverting westbound left-turns onto southbound Octavia (via center median) would likely improve intersection safety, but is considered by the SFMTA to be too impactful to city-wide circulation at this time



TELL US YOUR THOUGHTS ON TRAFFIC DIVERSION

Do you support the proposed traffic diversion pilot for eastbound (EB) traffic at Page and Webster streets?

(Use sticky notes to provide your comments here)

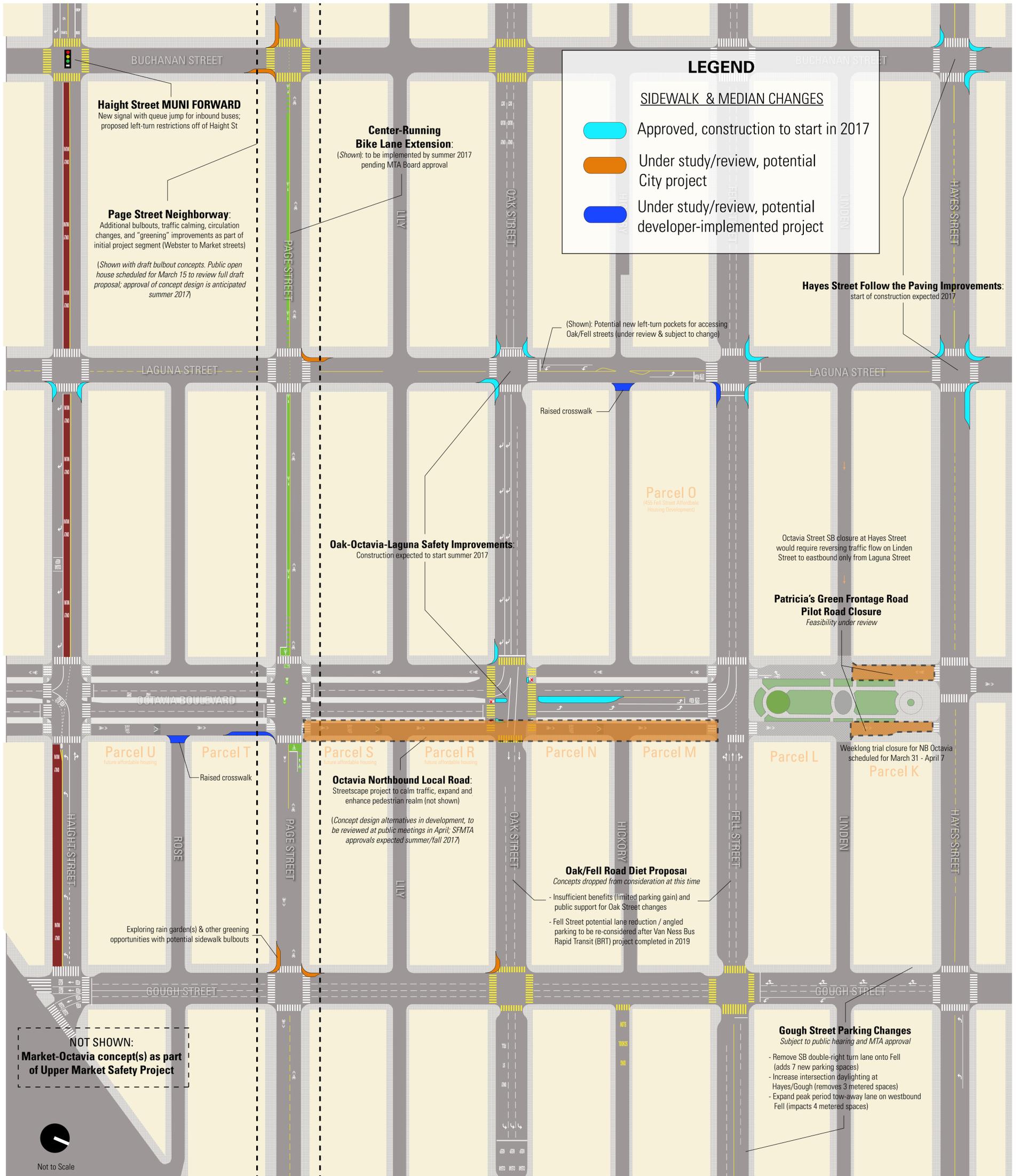
Yes

No

What are your greatest concerns about reducing eastbound through-traffic on Page Street, potentially at Webster Street?

(Use sticky notes to provide your comments here)

NEARBY SIDEWALK / ROAD PROJECTS



March 2017 DRAFT - Subject to Revision Project Contact: Casey Hildreth, casey.hildreth@sfmta.com SFMTA.COM/OCTAVIA

Octavia Boulevard Enhancement Project - Project & Draft Proposal(s) Summary Map

