

**Octavia Boulevard Enhancement Project - May 2016 Open Houses (x2) Comment Summary**

No.	Individual Comment	"Tag" (Type / Location)															
		General / Other	Octavia Boulevard	Octavia-Market	Octavia Frontage road	Page Street	Oak/Fell Streets	Pedestrian	Bicycle	Traffic	Laguna Street	Patricia's Green	Alleys	Hayes Street	Gough Street	Laguna Street	Parking
1	Why change? You need this lane for cars turning right from Octavia (to Gough); there will be more traffic on oak with the forced right (on Page at Octavia, another proposal); Please don't change Oak Street, we have lived here for 34 years and this is a horrible idea! It's already difficult to get out of our 10 car garage on Oak Street with the current traffic (already heavy). Oak at Gough has a lot of trucks unloading for Victoria Liquors, Rich Table, Otoro Sushi, Century 21 Cafe		x			x	x							x			x
2	(Angled) parking (on Oak) will not provide more parking (there are driveways); Fell St (angled) parking okay as there are no driveways						x										x
3	I am writing you to ask that no changes be made to Oak Street parking between Octavia and Gough Streets. I am a tenant on this section of Oak Street. Regularly, both cars and trucks double park along this section of Oak Street, much of it legitimate business usage. Currently this has no impact on traffic flow here. With the proposed changes, any double parking would be disastrous as it would narrow this section of Oak to one lane! Back up and congestion will become a daily issue for us!! We don't need or want that. Please leave well enough alone. Please throw away the "traffic flow models" and head those of us who are here daily. I'm a 30 year resident of SF. One thing I can say for certain: every time parking or traffic changes are made in SF, for whatever reason, they have yielded universally bad outcomes! Please don't mess up my neighborhood!  We have an old saying in the trades...when it ain't broken, don't fix it!! Oak Street ain't broken! Thanks for listening. Please head the words of those of us who are here every day.						x			x							x
4	I live on Oak between Octavia and Gough and support the proposed changes that include two way streets, reducing the number of lanes and back angle parking. Anything that can be don't to calm the speeding traffic on our block would be great.						x			x							
5	No!! I do not support back angle parking on Oak Street! Why would you want to remove one lane of traffic from the only street that actually has a decent traffic flow coming west to east? Haight Street and Page Street are both traffic nightmares now causing constant problems in the neighborhood. Removing a lane of traffic from Oak Street will only increase problems with traffic. And for what? A few extra parking spaces? The neighborhood needs to deal with the current traffic issues - blocking of the box at Oak and Laguna all day long resulting in the sounds of car horns beginning in the early morning is a prime example. I see someone is campaigning to stop SFMTA from considering angled parking on Oak between Octavia and Gough. I live on the block in question and support SFMTA on this.  I share concerns about backup and additional rage and horns outside my home. However I also park here and have watched the number of neighborhood residents increase and the number of parking spaces decrease. I would like SFMTA to research the angled parking proposal.  If you aren't planning the same for Fell street, I recommend that too. The northern side of the same block on Fell seems like a good candidate.						x			x							
6	Thanks to you and your team for talking with me at Friday's open house about the proposed Octavia-area changes. I'd like to follow up by pointing out several of my concerns.  1. I urge you to NOT remove parking on east side of Octavia Boulevard between Haight and Fell streets.  Your proposal, according to your map, would widen sidewalks in three half-block chunks (Parcels M, R, and T) and remove at least 15 parking spaces, and I understand there may be future plans to restrict parking on the other half-block parcels (N, S, and U). In addition, the proposed closing of Octavia street between Hayes and Linden streets would remove at least 6 more parking spaces. That means the removal of 21 parking spots on Octavia alone.  The plans to remove a traffic lane and create angled parking on Oak and Fell streets won't mitigate the loss of these parking spots sufficiently. The map says angled parking could add "up to 10 new parking spaces." Most of these new spaces would be on Fell, seeing as there are several driveways on Oak. However, the Fell Street parking is metered, so I assume that instead of "up to 10," there would actually be about 3 new spaces (on Oak) for residents.  These removals, plus the recent and proposed removals of many other spaces due to bulbouts, longer red zones at corners, new developments, etc., are too much. They don't benefit current residents, nor workers at local late-night establishments coming from the East Bay who can't use early-closing BART. Keeping these parking spots on Octavia's local access street does not add to traffic congestion.  2. I'm concerned the Oak Street "Road Diet Proposal" could create problems between Gough and Octavia.  Currently, with three lanes, traffic flow in the middle and left lanes isn't affected by right-lane parallel parkers and right-turning autos waiting for pedestrians at Gough. I'm wondering if the traffic-lane removal and angled parking on Oak Street will create bottlenecks that could even extend into the boulevard's intersection. I also wonder if it will become more difficult for autos to back out of the several garages that are on the left side of Oak Street.						x										
7	Crosswalk which crosses Fell along the west side of Octavia takes too long. Very much in favor of any efforts to curb traffic and parking in order to make it safer for pedestrians and cyclists			x		x	x	x									
8	NO to Oak & Fell going to 2 lanes. They are arteries and need to continue to be used as alternative access routes to highway and downtown. Traffic is already backed up on Oak to Divis daily and commuter shuttles will now need to use these streets!						x			x							
9	No net parking gain (Oak Street proposal). When Van Ness is changed there will be more traffic on Gough, causing a bigger back up on Oak Street turning onto Gough.						x			x							
10	Fell Street change needed; (diagram showing left turn lanes, one EB lane on Fell Gough to Frankling); as it is cars try to turn from both lanes Gough to Fell because there are 2 lanes on Fell; crossing guard on this corner agrees this change should be made. Traffic westbound is backed up to end of street to Franklin in the PM						x			x				x			
11	Not very supportive of closing lanes on Fell/Oak. NIMBY's early on prevented turns from Octavia to Page, Haight, etc. Octavia needs traffic relief	x	x				x			x							
12	Don't reduce lanes or bulbout on Fell. Traffic is already too slow turning onto Octavia.		x				x			x							
13	Angled parking stinks - trucks stick out, creating other hazards						x										x
14	No No No (to angled parking). Traffic is already too slow here.						x										x
15	So much traffic would slow because of people backing up into spots (more so than currently). As a cyclist, prefer keeping these as vehicle arteries.						x										x
16	I am writing to voice my approval of back-in parking on Oak Street between Gough and Octavia Streets. The neighborhood badly needs more parking and as a resident who lives on Oakstreet I feel that cars take it vantage of the three open lanes to drive too fast creating noise pollution and air pollution that affects residents living on that thoroughfare. There is no need for three lanes when the eastbound Oak street ends abruptly at Franklin St with a one-way anyhow. Fell Street, which is surrounded by shops, is a much better thorough fare for people exiting the freeway and heading downtown. Oakstreet would best serve the community with restricted traffic flow and more parking as your proposal recommends.		x				x			x							x
17	I am living at XXX Oak Street between Gough and Octavia. I have seen some posters of people not happy with the change of the parking to back angle parking. I am writing to let you know that the proposed solutions has my full support! It would be great to reduce the traffic on Oak Street, which is already too busy with the car traffic than it should be. What would be nice is if proposed solution also saved the historical curb of the old fire station, but I can totally understand if this is not feasible.		x				x			x							x
18	My name is ___ and I am an 8 year resident of Hayes Valley. I am writing to say NO to the back angle parking on Oak Str. This street is a very busy street and back angle parking would stop the flow of the traffic. Also, both lanes are needed because this is such a heavily used street. As a resident of San Francisco and a person who frequently uses Oak Str, back angle parking would only serve to increase the back up of traffic.		x				x			x							x
19	Lily Street could be both directions or 1 way going the other (West) direction (to keep cars that need to access oak from having to go up Page)					x				x		x					
20	Page Street cars afraid to turn (left) onto Octavia (no directional paint). 2 lanes westbound would eliminate accidents with rights turns on Page (from EB traffic)					x				x							
21	My partner bikes Page everyday - keep it with central bike lane + two-way					x				x							
22	Have outreach in Haight, Sunset, Richmond before finalizing	x				x				x							
23	Oak was designed to carry traffic to a freeway, plus Octavia is not the same - Page St, etc. have to take some backup traffic onto Octavia					x				x							
24	In general bike facilities on Page aren't as necessary if pedestrian safety features are done well. Page would make a great "bike boulevard" with lots of traffic calming + greenway to slow vehicles					x		x	x								
25	Diverting westbound Page Street might conflict with school buses					x				x							
26	Dear Supervisor Breed As you know tonight there is an important open house on Page Street and Western Addition traffic calming. We are very enthusiastic about SFMTA ideas to divert private car traffic away from Page in order to better build-up cycling mode share and improve safety. When the freeway was removed it was never intended that Page and Haight would become freeway on-ramps. The city has been slow to respond to this unintended consequence. I urge you to be open and supportive to the traffic diversion pilot proposal for Page at Laguna and to also consider that a system-wide approach might also include making sure traffic that is now on Page be steered back to Oak where it belongs, and not to Haight. I also hope you can consider the following: Haight is the "transit" street and every effort should be made to implement Muni forward. That means keeping excessive private car traffic off of Haight and discouraging freeway-bound traffic. Page is the key east-west cycling street, and every effort should be made to keep private cars from using it as freeway access. Oak/Fell are the default private car and private Google bus streets and every effort should be made to keep most private automobile traffic on the couplet, and to manage the corridor using metering techniques that make it flow more smoothly. and of course, all three must be made safer or pedestrians.						x										
27	thanks and hope to see you this evening.																
28	Parking protected bikeway towards Market; green-backed sharrows elsewhere					x											
29	Put some (guidelines) for turns onto Octavia from Page; signage and/or painted lines let south turning cars know that they have a dedicated lane to turn into		x			x				x							
30	Parking management for school					x											x
31	Additional bike route - "other Wiggle" - from PROXY to Grove to Buchanan and turn right onto Page and VOILA!									x							
32	No car traffic to cross Fell St / Close this 1/2 block to cars (SB Octavia btwn Linden and Hayes)									x							
33	Homeless encampments									x							
34	This movement is confusing for bicyclists (NB Octavia Blvd to Octavia St at Hayes)									x							
35	Designate taxi/uber/lyft drop off zones (Hayes St between Octavia and Laguna)									x				x			x
36	Non-stop dog poop here next to playground. Is there any soil testing for hookworm, roundworm?	x								x							
37	(Need) right turn lane (on Hayes approaching Gough)	x								x				x			
38	Native plants and pollinators for bees and butterflies	x								x				x			
39	Close Octavia from Linden to Hayes - traffic does not move and there is angry drivers yelling/hinking EVERYDAY Frankly I don't give a damn about any of these proposals if a safe barrier isn't put up here (Fell at Patricia's Green) to prevent my friends' kids from being killed!									x				x			
40	I love closing the lanes next to the park for safety. (+2 supporters)									x				x			
41	Please keep the bike lane. Maybe with some "please slow down" signs to keep the Tour de France people from going fast									x				x			
42	Concern #1: Closing down Octavia may create congestion on Linden Alley between Gough and Octavia, where the 'living alley' is. Instead of using Hayes Street, cars will be forced to use Linden Alley when they are coming from Fell (off freeway). Concern #2: Closing Octavia would change direction of Linden Alley. Entering Linden from Gough is problematic									x				x			
43										x				x			

