



OPEN HOUSE #3 SUMMARY

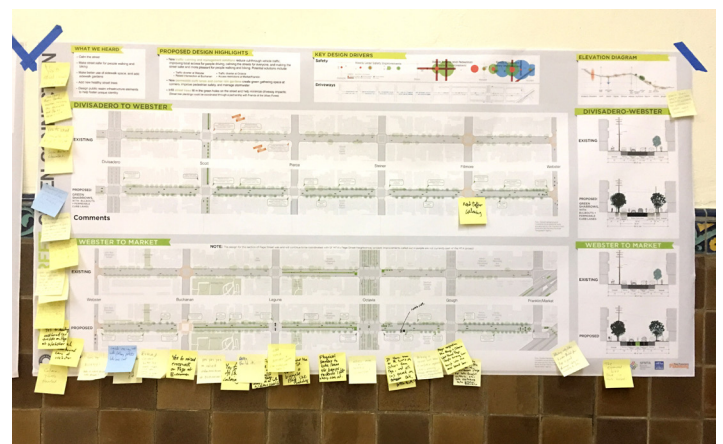
On March 15, 2017, 74 people came to the third and final public meeting for the Lower Haight Public Realm Plan. Roughly 54 of attendees were neighborhood residents. The open house was a joint public workshop with the SF MTA's Page Street Neighborway project (Formerly Page Street Green Connections). The meeting was an open house format in which attendees shared their thoughts and ideas about the design concepts proposed for Haight and Page Streets. Below is a list of subjects that were covered over the course of the evening.

PAGE STREET

33 individual comments

- Yes to raised crosswalks
- Oak/Fell rain gardens increase the enjoyable ped/bike experience
- Yes to raised crosswalks at Page? Scott
- Yes to raised sidewalks
- Sharrows don't work if some drivers don't respect it. Protected lanes
- I think bulbouts are more dangerous – it gives pedestrians a false sense of security & actually puts them closer to traffic
- Can MTA work with Google Maps, Waze to stop routing freeway traffic onto Page? Tons of Uber, Lyft drivers are on it because Waze told them to take it.
- Can you still turn left onto Page from N. Webster? If people are trying to park on s side of page won't there be more unsafe u-eyes (i.e., u-turns)?
- Raised crosswalks needed!
- Yes to diverting eastbound car traffic on Page at Webster
- Block eastbound cars at Webster
- Calmer traffic needed
- Consider one way west with parking protected bike lane east
- Yes to diverter! Kids at school deserve safe streets!
- Looks great. Build it!
- Extended center bike lane really makes me feel safe when I bike. Thanks!
- Yes to raised crosswalk on Page at Buchanan
- Yes yes yes to raised infrastructure at Buchanan!

- Yes to Octavia traffic off Page and calming
- Please fix the double parking at the school @ Webster + Page. They park on both side + block traffic
- I would like Page St. to be a bicycle Blvd. like Berkeley
- Physical barriers to bike lanes +/- or bumps to denote bike lane + keep cars off
- Need more (auto) traffic diverters!
- If there were no R turns on Octavia from Page, and all cars queued on Oak, would some of the cars get through? What's the bottleneck?
- Biking is great but how to enforce against bikers blowing through intersections? Especially @ Page & Buchanan. Unsafe for pedestrians
- Surprised to see very little mentions of westbound Page esp. between Gough + Octavia. Lots dbl parking betw Gough + Franklin
- Add extra diverter @ laguna (for eastbound traffic)
- Major congestion btw Gough + Octavia westbound Page. People turning from Gough into the east bound lane.
- Build it



Open House #3 - Page Street Feedback

FOR MORE INFO, VISIT:

SF-PLANNING.ORG



Open House #3 - Photo Source: Roger Rudick

- Allowing only bikes to enter Market from Page is great. Increased safety and visibility for bikes.
- The extended bike lane is really helpful
- Need traffic calming
- Please find a way to slow bikes @ Buchanan, so pedestrians aren't hurt (speed bump?)

General Comments

- I'm very concerned about the effects of traffic diversion on the surrounding neighborhood. Haight and Page are consistently backed up past Laguna, including during non-commute hours and on weekends. When events are going on downtown it is not uncommon to see traffic backed up past Buchanan on both streets as well as on Laguna and Buchanan. These are all residential streets but this proposal will shift the problems on Page to them. The Haight-Laguna intersection is more dangerous than the Page-Laguna intersection (including due to the presence of Muni) and the traffic diversion proposal could also adversely affect the Lower Haight business district by shifting traffic to Haight St. Need solutions to solve problems, not merely shift them.
- More raised infrastructure (e.g. crosswalks)
- Great! The bike lane on Page (center lane) has been a game changer for any bike commute. Am excited for the extension
- Increased biking and safety for both bikes and pedestrians is welcome. There is still a lot of work to

do to increase bike responsibility for bike yielding. Maybe signs could be installed to make unambiguous that bikes must yield to pedestrians

- Love it, calm Page Street.
- Please do two raised intersections – 1) Page and Buchanan; 2_ Page and Scott. I nearly get hit at both on a daily basis. Cars and bikes don't stop!

HAIGHT STREET COMMERCIAL CORE (PLANS BOARD)

9 individual comments

- More midblock crossing (possibly raised) to slow traffic and make it safer and more comfortable to walk around
- Narrow streets for slower speeds; Raised mid block crossing; Safer bike parking – lights – visibility; Theme of similar trees on streets "Oak"; More bike parking and sitting areas together; Water fountains? Maybe not; Permeable pavement at areas with puddling or at curb ramps; More bike boulevards in residential areas – Sunset – Richmond – to encourage/tune bikes to GG Park/Panhandle/Page
- Wish there were more ways to shrink streets immediately before they cross Haight. (to slow cars, improve safety)
- How can we protect/not lose too much parking? People still need cars...

- Please consider ADA barriers other than seating. 500 block has 4 bars, we don't need nighttime congregation points.
- Look into moving parking from Haight to angled parking on Page with no net loss. Then widen Haight Street
- Can you explore an off-st parking garage to mitigate loss of parking spaces?
- Why no raised crosswalks throughout?
- Haight St needs more space for people. These proposed sidewalks look great!

HAIGHT STREET (RENDERINGS BOARD)

7 individual comments

- I love the place-making, gathering spots. This turns a street into a neighborhood. More please!
- Great idea for the flex gates!
- This reflects the creativity + social vibe of the neighborhood
- Bollard moves up and down, bench disappears into street
- This is fun, and provides needed sidewalk space + seating
- Looks nice! More pedestrian + community friendly
- Amazing idea! I would love a little table here to eat outside on a nice day.

General Comments

- It would be great to slow traffic on streets that approach Haight – bulbouts are awesome (and could do even more) but other ways of slimming the streets as they approach Haight would be great.
- Looks great! Would love to see parts of upper Haight totally car free.
- Adding bulbouts is an excellent change for pedestrian visibility and safety at the expense of just little parking space. Great change!
- I like the seating areas and benches. I'm worried the benches will break.
- Looks good.
- I really don't agree with putting seating all over the 500 and 400 blocks. We have lots of bars, lots of drunks, lots of homeless. Not ok with providing places to congregate.

OTHER FEEDBACK

Q: Do you agree with the Community Design Core Principles? Is there anything missing?

- Yes! Safety is crucial. Parking is less important.
- Yes! I love the dual emphasis of safety/traffic calming + place making fact (sic).
- The creation of more walking space near businesses is great. On the long term it would be great if the Haight somehow can be connected to the Buchanan/Page raised intersection through wider and more lush sidewalks to create an even longer corridor
- All sounds good. More green spaces
- Looks good.
- Looks nice, but focus appears to benefit businesses. There is a LOT of residential in the commercial core of Haight Street, we don't want to become an after-hours hangout got bar patrons or the homeless.

Do you have any other feedback or concerns with the public realm in the Lower Haight neighborhood? Anything we missed? Please let us know!

- Safety over everything
- Really great. Please keep incorporating art + public meeting places
- More green space. More trees. It's so simple and easy.
- I yield to bikes and cars, but can't guess who's going to stop at the stop signs. Can't we all just get along?

Any additional comments or thoughts you might have?

- IN SPANISH NEEDS TO BE TRANSLATED!!