

SF Muni-Trans Agen

Octavia Boulevard Enhancement Project

The San Francisco Municipal Transportation Agency (SFMTA) is planning several projects to improve travel safety, circulation, and the public realm on and around Octavia Boulevard, which replaced a portion of the Central Freeway in 2005. As Hayes Valley continues to grow, and with the City's commitment to Vision Zero – the goal to eliminate serious traffic injuries and fatalities by 2024 – now is a great time to provide safer, more sustainable mobility options, while also mitigating the impacts of citywide traffic accessing the Boulevard and Central Freeway.

Project updates

Construction coming for several intersection improvements

Beginning late this summer, construction starts along Octavia Blvd, Oak St, Laguna St, and Hayes St, involving re-paving, construction of median and refuge islands, bulb-outs at key crossings, and other safety improvements.

Changes to travel lanes and parking on Gough, Fell, and Hayes

Also this summer, we're implementing minor lane and parking changes in the area. On *Gough St* (Hayes to Fell), we're converting the curb-side right turn lane into parking to make it easier for larger vehicles (including Muni) to turn right and simplify the pedestrian crossing at Gough and Fell.

We're also extending a commute hour tow-away lane on *Fell St* (Franklin to Gough) to improve the flow of traffic and reduce crosswalk/intersection blocking. Finally, we're adding a small right turn pocket on *Hayes St* (at Gough), to improve the visibility of people walking and traffic flow.

Oak & Fell lane reduction concepts dropped for now

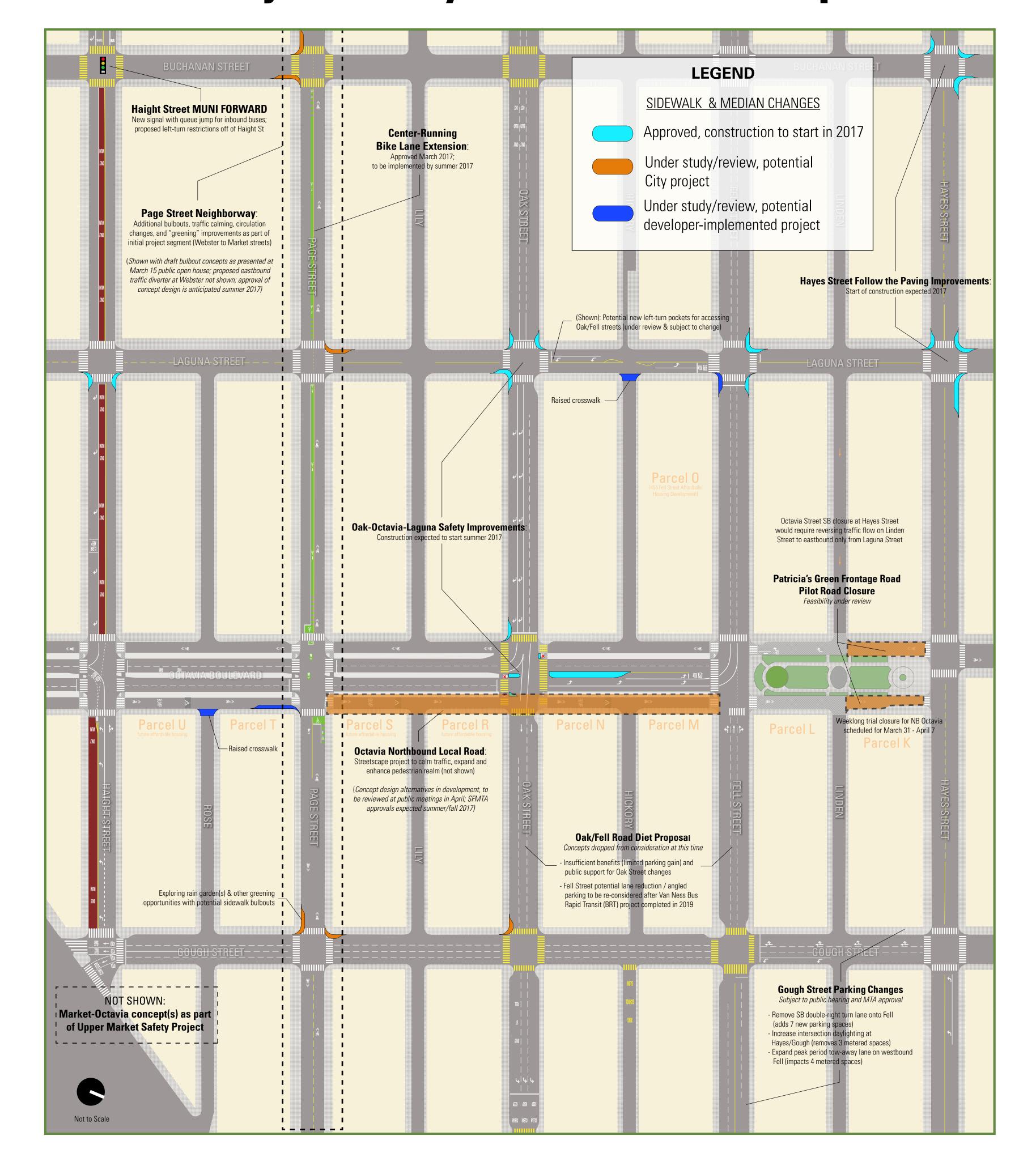
Proposals to reduce thru lanes on *Oak St* and *Fell St* (Octavia to Gough) and add angled parking are not being pursued for now. In addition to hearing concerns from neighbors, the on-going Van Ness Bus Rapid Transit (BRT) construction is affecting traffic in the area. The SFMTA has decided not to make significant changes to arterial streets for the time being.

Stay informed about the project!

Please visit our project page at **sfmta.com/octavia**, where you can download project documents and sign-up for updates.

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Project study area & status map

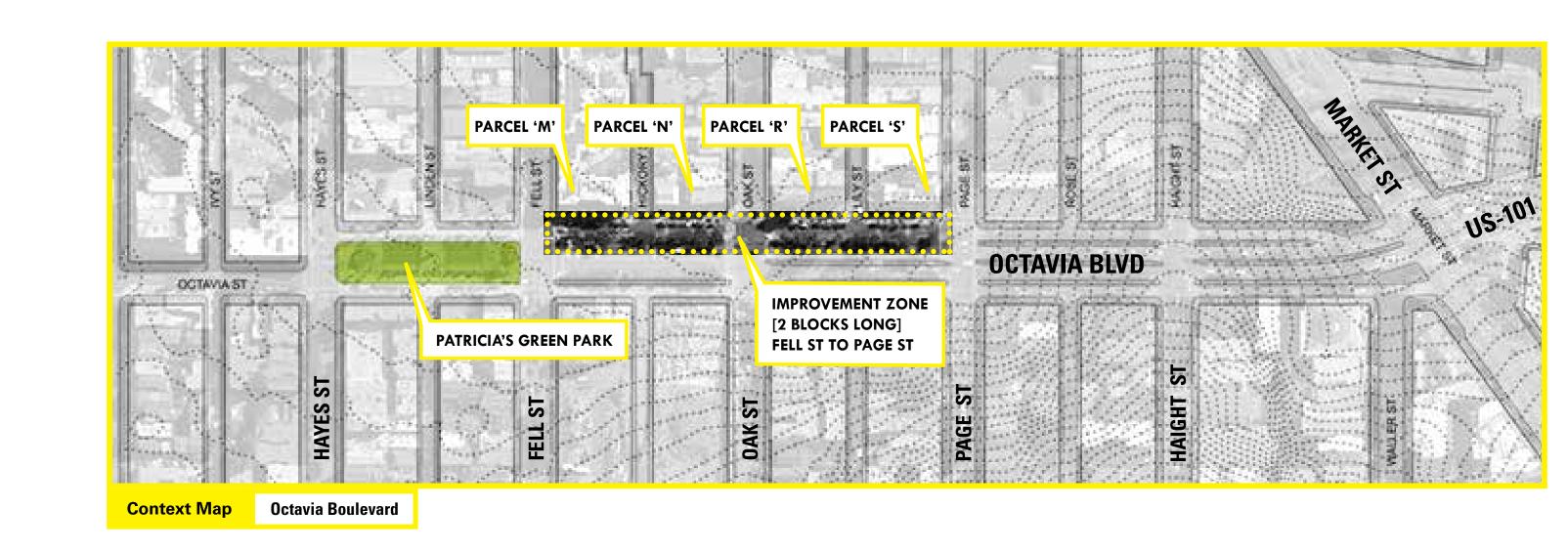


Development of freeway parcels

and 8,500 sq. feet of retail space.



Octavia Blvd Northbound Local Road Streetscape Design (Page to Fell)



Description

In anticipation of development along the Boulevard and in response to community requests for traffic calming and place-making, SFMTA is working with Public Works to create a streetscape design concept for the northbound local lane, from Page to Fell.

Landscape architects at Public Works have developed three design concepts (shown at right). These concepts reflect a 'typical' Octavia local block along the two-block project. While a single concept will be selected and applied to both blocks, design elements could be mixed and matched.

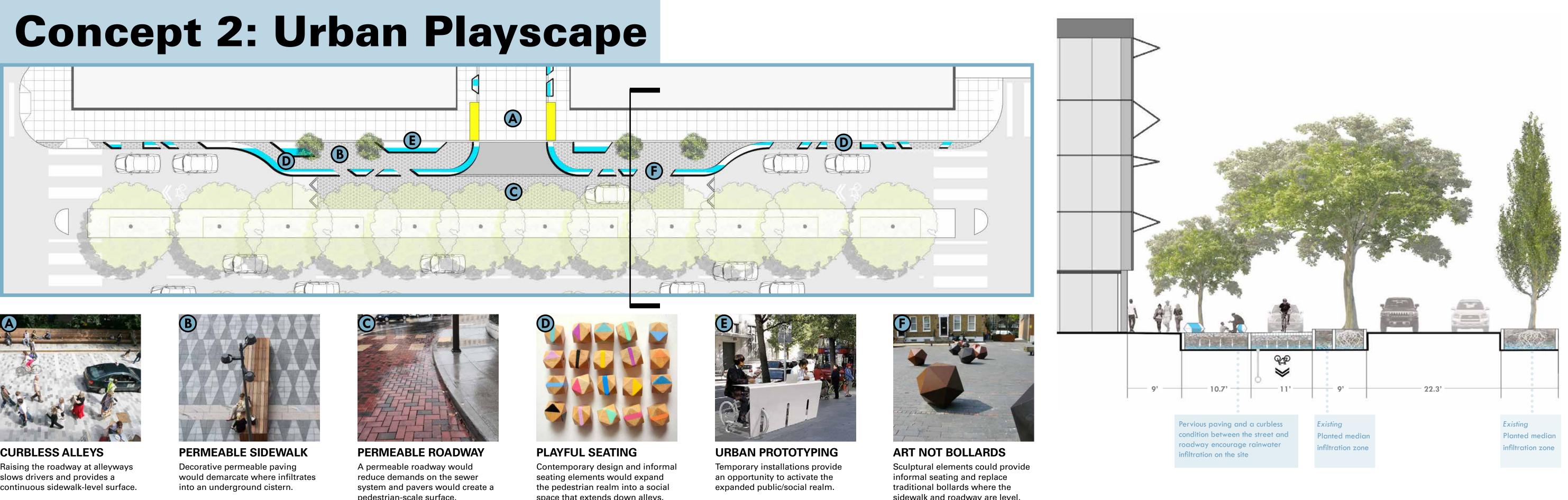
Design objectives

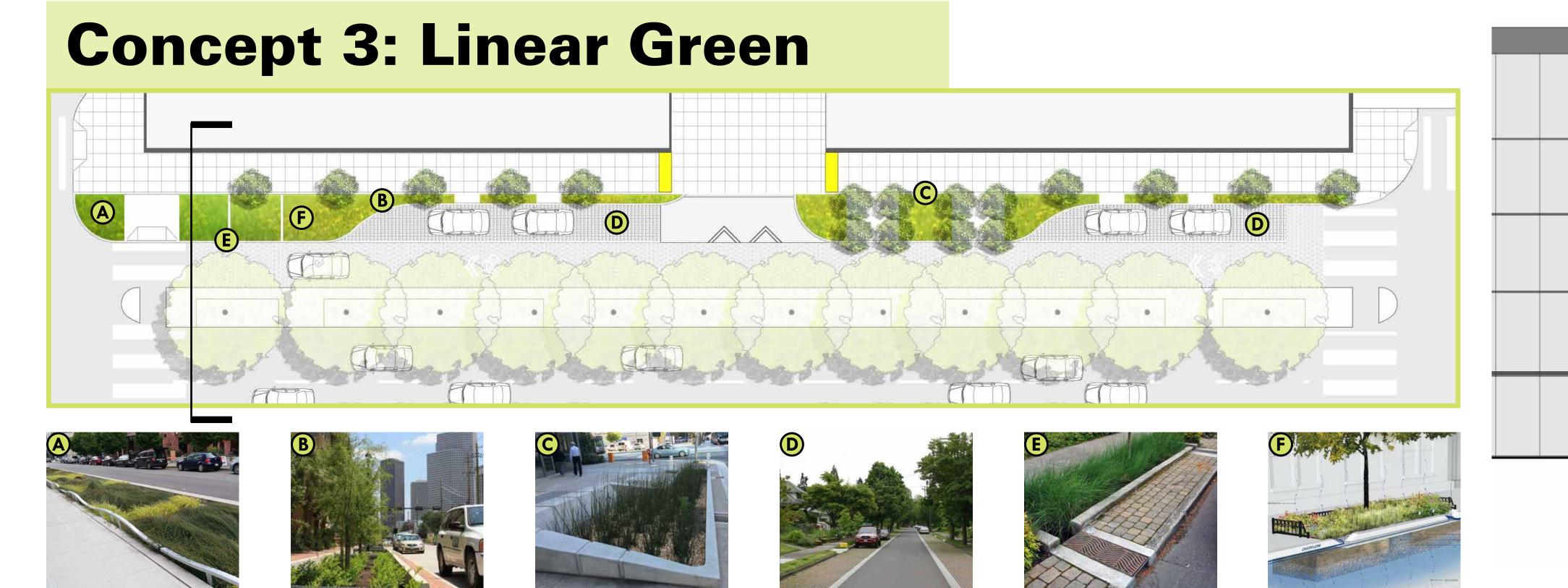
- Keep the local lane local slow traffic and maintain low vehicle volumes, expand pedestrian space, and make it safe and comfortable to ride a bicycle
- Enhance and expand the public realm connect to Patricia's Green and Living Alleys, integrate with developments, and support flexible/shared uses
- Embrace natural systems capture and treat storm water locally, as feasible, and provide additional landscaping and greening elements

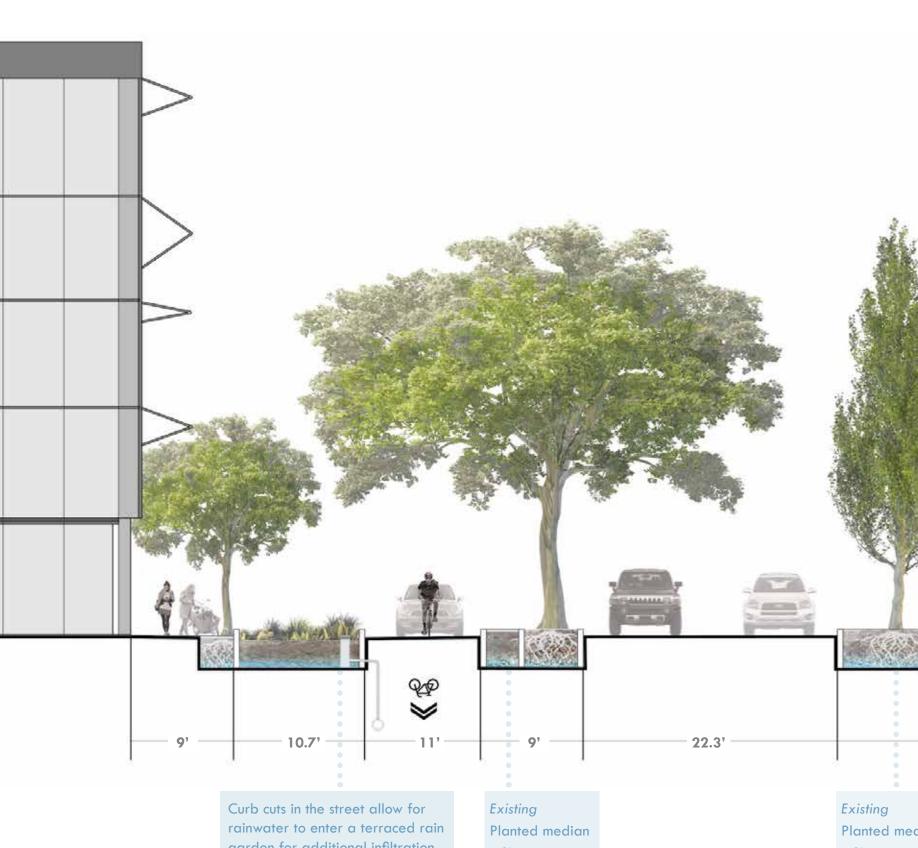
How you can help & timeline

Please take a moment to leave your feedback in the boxes to the right of each of the three design concepts – what do you like or dislike about each?

SFMTA and Public Works staff will be using this feedback to refine the proposal. We will return in **summer 2017** to share our progress.









SF Munic Trans Agend

Restrict left turns from EB Market

onto NB Octavia Blvd?

- More green time (less delay) for outbound

Reduces likelihood of cut-through traffic on

northbound Octavia local lane

signal 'head start'

NEW CENTER MEDIAN

Market Street, with potential bike/pedestrian

Fewer options for turning north from Market St

ENHANCED BIKE CONNECTIONS

Additional cars (~140 in peak commute hour)

on parallel streets (e.g., Laguna, Franklin)

What do you like / dislike about...?

CONCEPT 1: SHARED SPACE

CONCEPT 2: URBAN PLAYSCAPE

CONCEPT 3: LINEAR GREEN

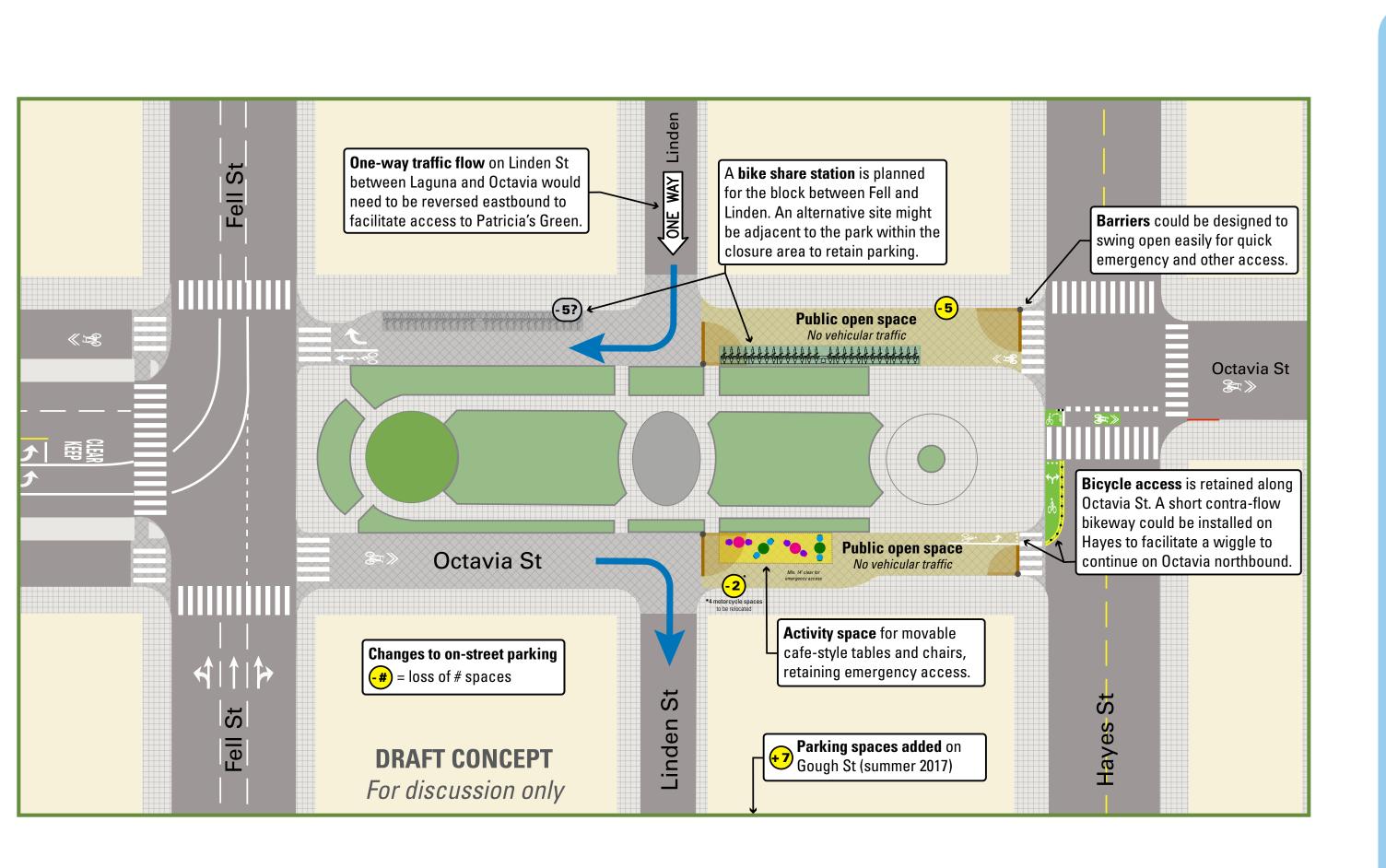
Patricia's Green (Fell to Hayes)

Description

At Patricia's Green, we are evaluating closing Octavia St to vehicular traffic on one or both sides of Patricia's Green (Linden to Hayes) in response to community interest in expanding public open space and improving safety. While we wait for larger streetscape changes tied to development of the PROXY site, we are testing lighter strategies – like this one-week event.

Objectives

- Use trial closures to explore impacts to vehicular access and operational issues
- Reduce through vehicle traffic and safety issues adjacent to Patricia's Green
- Address awkward intersection layout and congestion where Octavia meets Hayes
- Explore opportunities to program the space with activities and place-making



Key issues

- Maintaining emergency access lane (14' required)
- Access for businesses (particularly deliveries)Managing loading by
- ride-hail services and taxis; and limiting traffic on Linden St
- Routing of bicycle traffic past Patricia's Green
- Loss of on-street parking
 (2-7 spaces, depending on if one or both sides)

What's on your wish list for Octavia at the Green?

(use sticky notes to leave comments)

Upper Market Safety Project (Focus Area: Market/Octavia Intersection)

Description

Where Octavia meets Market Street and the Central Freeway, we're proposing intersection improvements to improve safety and to add a parking-protected bikeway as part of the Upper Market Safety Project (sfmta.com/uppermarket). The Upper Market proposal will be presented to the SFMTA Board for approval on May 2nd, 2017, while the Octavia Enhancement Project is continuing to seek input on whether or not restricting left turns from eastbound Market Street onto northbound Octavia Blvd should also be included.

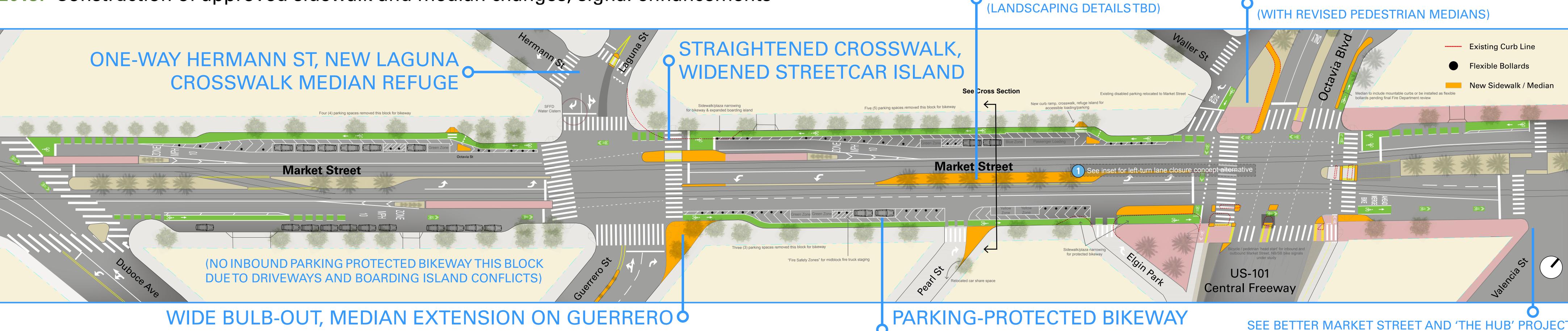
Objectives

- Improve intersection safety by addressing collision patterns and poor compliance
- Increase protection for people bicycling and reduce conflicts with other modes
- Reduce pedestrian crossing distances and improve accessibility
- Provide a 'gateway' to transition people from the freeway to neighborhood streets

- 2019: Construction of approved sidewalk and median changes, signal enhancements

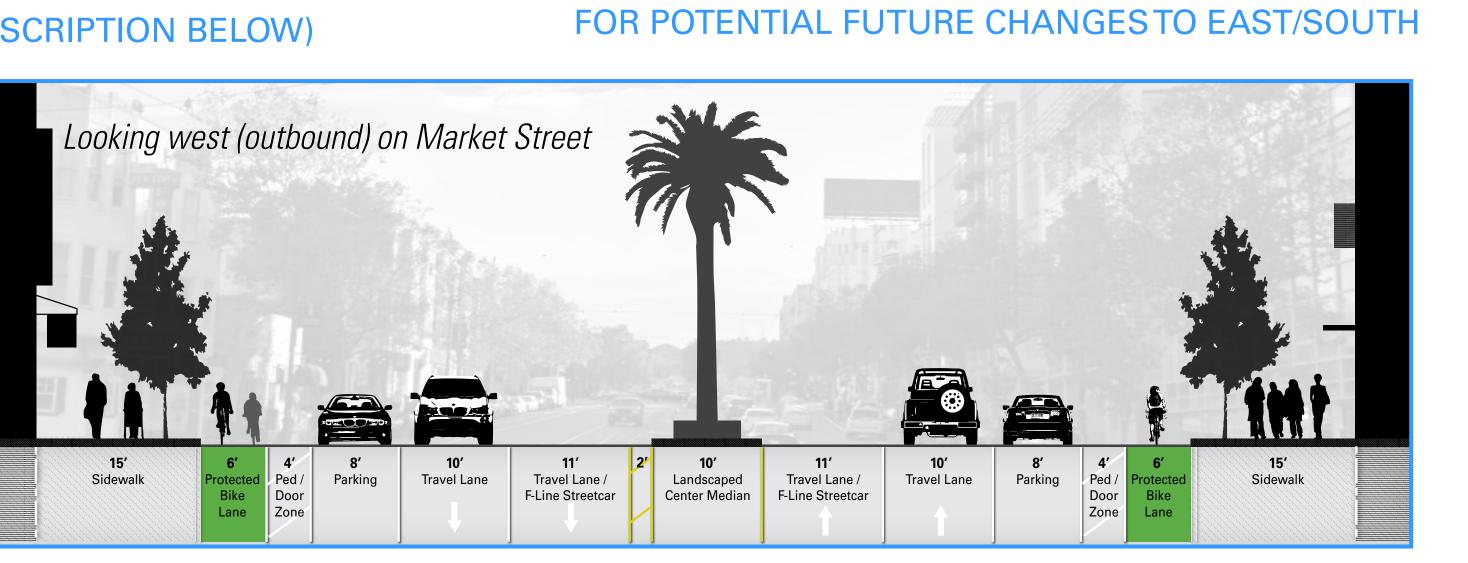
Timeline

- May 2nd (next month): SFMTA Board meeting (last public hearing) to consider approval of Upper Market Street proposal
- Summer 2017: Near-term (paint only) implementation of parking-protected bikeway, if approved; Potential legislation of eastbound to northbound left turn restriction, if pursued



What are your thoughts for Market/Octavia?

(use sticky notes to leave comments)



Parking-protected bike lane – proposed cross section