

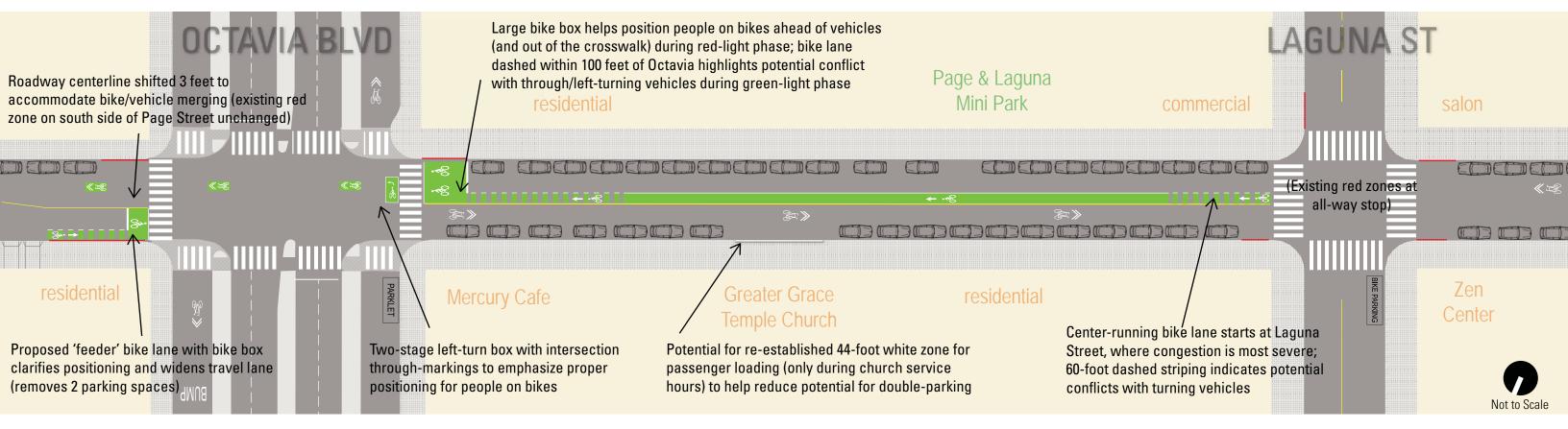


Issues

- Demand to access the Central Freeway via Octavia Boulevard creates substantial vehicle congestion on Page Street - with frequent back-ups to Laguna and Buchanan streets (as well as in the outbound direction).
- Without a dedicated lane, people on bicycles often pass congestion on the left (which is legal until within one hundred feet of an intersection) or risk being doored/'right-hooked' if traveling next to the parking lane.
- Inbound bicycling demand is high comparable to nearby Market Street in the morning peak commute period - with waiting bicyclists often blocking the crosswalk. Outbound demand is moderated by the steep hill, but is still significant compared to other bike routes.
- Page/Octavia is on the bicycle and vehicle High-Injury Network.

Proposal

- crosswalk and in front of turning vehicles.



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Subject to Revision

Project Contact: Casey Hildreth, casey.hildreth@sfmta.com

Octavia Boulevard Enhancement Project -Page Street Bicycle Spot Improvement

Narrow existing travel lanes (for a combined 17-feet for the parking & travel lanes) and add a downhill bike lane from Laguna to Octavia.

Set back stopped vehicles to provide a generous bicycle waiting area, or 'bike box', to properly position people on bicycles outside of the

Add shared lane markings to emphasize bike route and a two-stage leftturn box for people biking southbound on Octavia local access lane

Re-establish midblock passenger load zone to reduce potential for double-parking in narrowed uphill (shared) lane during church services.

No impacts to vehicle circulation due to existing "No Right Turn on Red" signage; existing red zones limit parking removal to two spaces (not including potential re-establishment of passener load zone)

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