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WELCOME

WIGGLE NEIGHBORHOOD GREEN CORRIDOR COMMUNITY OPEN HOUSE



Meeting Objectives:

- Provide results of feedback submitted during the June 11, 2013 Open House
- Display preliminary locations and features for green infrastructure, pedestrian improvements and traffic calming
- Help to rate features to be considered for inclusion in the Wiggle Neighborhood Green Corridor project



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Project Goals and Timeline

The San Francisco Public Utilities Commission (SFPUC), the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Department of Public Works (SFDPW) are working to improve stormwater management and walking and biking conditions along the iconic Wiggle route and Duboce Park.

STORMWATER MANAGEMENT

Improvements developed for this project will manage stormwater, and may include rain gardens, tree wells, and permeable pavement.

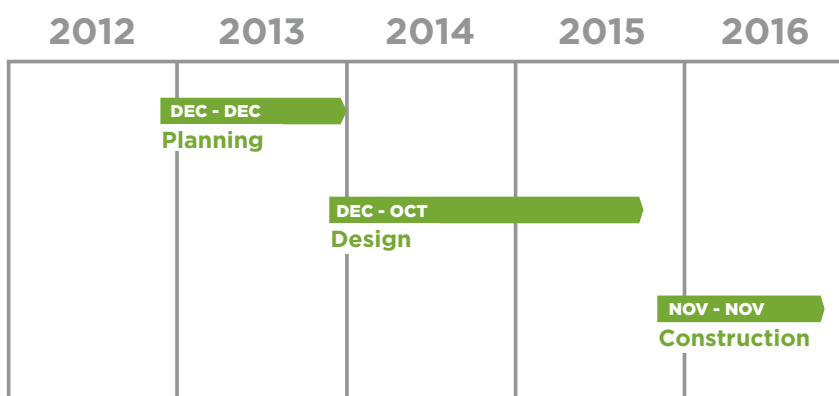


TRAFFIC CALMING

Improvements will create more comfortable streets for people who walk, bike and live in the area using traffic calming features and improving intersections.



PROJECT TIMELINE



Existing conditions





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Public Input



Community Open House

[June 11, 2013] In-person attendance:

90 members of the public

Interactive online survey

[June 10 to September 10, 2013]

Online participation:

929 people visited site

470 people provided input

Community Priorities

Open House/Online Activity

What is Driving This Project?



STORMWATER MANAGEMENT & TRAFFIC CALMING

What is Important to You on This Street?

A total of **560 people** provided input in-person or on-line for green infrastructure improvements. Here are the top three priorities participants selected from six options.



BICYCLE IMPROVEMENTS

Manage vehicle volumes and speeds to create streets that are more comfortable for biking.



PEDESTRIAN IMPROVEMENTS

Enhance visibility of pedestrians at intersections and calm bicycle and vehicle traffic.



NATURE SPACE

Provide planted areas on the street.

Secondary Priorities



COMMUNITY SPACES

Create areas on the street for small gatherings, seating, and public art.



ROUTE IDENTITY

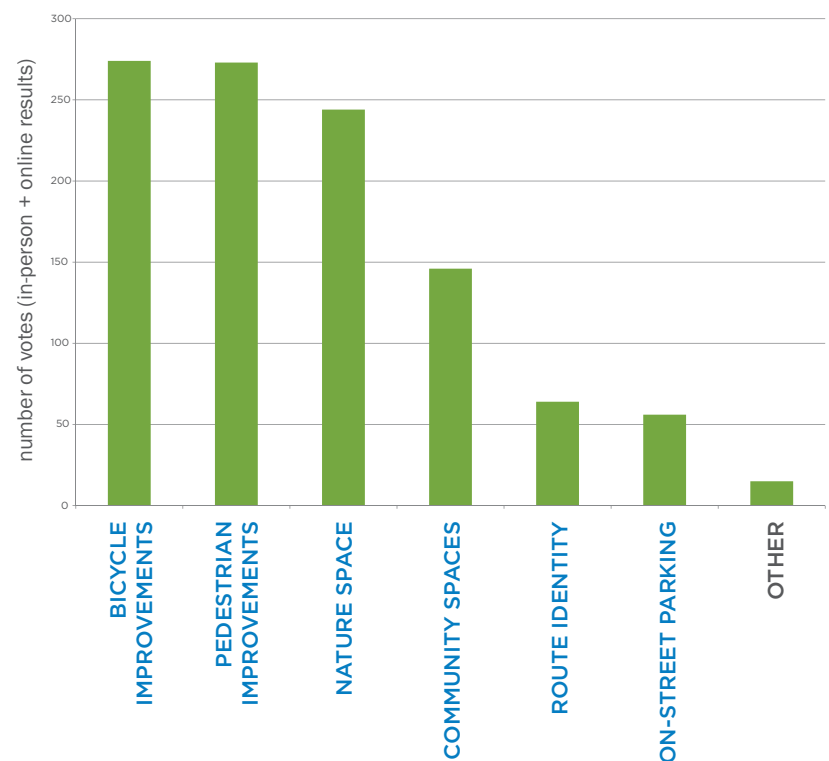
Incorporate distinctive physical features that create a sense of place, including branding and wayfinding.



ON-STREET PARKING

Preserve as much on-street parking as possible in the project area.

Public Feedback Results



TOP THREE Community Priorities

BICYCLE IMPROVEMENTS

PEDESTRIAN IMPROVEMENTS

NATURE SPACE



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Public Input

“Look and Feel” Preferences

The June 11, 2013, open house and the on-line survey provided responses from hundreds of people to Green Infrastructure approaches that could be introduced to the neighborhood. Participants were presented with four images in six categories (see below left) and asked to identify the MOST AND LEAST APPROPRIATE image for that category. Below/right is the vote tally and a sample of comments received.

Open House/Online Activity

PLANTING (ground covers)



CURBS & EDGE TREATMENTS



BULB OUTS



TREES



PAVING



SIDEWALK AMENITIES



Public Feedback Results

MOST appropriate



WHY?

- Open sidewalk spaces
- Big, shady trees
- Lovely

221 votes



WHY?

- Community spaces
- Integrated infrastructure
- Lots of plants

202 votes



WHY?

- Traffic slowing
- Pedestrian safety
- Bulb-out with nature

185 votes



WHY?

- Inspiring look
- Water control
- Visually attractive
- Wild looking greens

184 votes



WHY?

- Good bike storage
- Mixed use of bikes, pedestrians and landscaping

169 votes



WHY?

- More interesting than plain concrete
- Balanced

166 votes

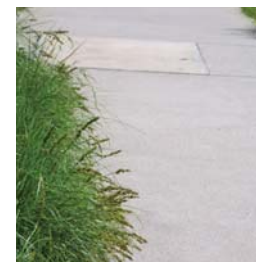
LEAST appropriate



WHY?

- Barren
- All pavement

247 votes



WHY?

- Too much hardscape
- Unused space

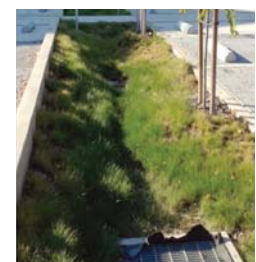
169 votes



WHY?

- Ugly bulb-out
- Too big
- Too much concrete

148 votes



WHY?

- Looks drab
- Too cold

147 votes



WHY?

- Too harsh
- Walls too high
- Industrial

134 votes



WHY?

- Potential trip hazard

129 votes

Public Input

Traffic Calming Issues

We received a lot of great feedback at our June 11th meeting and through our online survey about where Traffic Calming measures are needed. Here are some of the most commonly noted opportunities and concerns that we've incorporated into our proposals.

Hot Topics

Many of the comments we received related to specific locations, but there are a few key "Hot Topic" items that relate to the entire project route:

- Residents, pedestrians, drivers, and many bicyclists noted that bicycle behavior can be an issue, particularly at intersections. Our designs include features that enhance safety at intersections, and we are working with our partners on opportunities to promote good behavior through outreach, education and enforcement.
- We have heard from many folks that parking loss is a concern from them; however, survey-takers ranked pedestrian and bicycle improvements and nature space more highly than preserving parking. We look forward to hearing your thoughts on today's proposals.
- We know that folks are excited to provide input as long as they are aware of opportunities and have the information they need to make decisions. We are working hard to let people know about the ongoing community process – you can help us spread the word!

Hot Spots

Here are the most common location-specific concerns and opportunities, that we are working to address through the design alternatives presented today.





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Green Infrastructure Improvements

“Green” solutions, also called “green infrastructure” projects, are a stormwater management tool that reduce the burden on the City’s grey infrastructure. Green infrastructure can help manage and treat stormwater on-site before it enters the combined sewer system. These projects also provide livable city benefits like neighborhood beautification and traffic calming.

Examples of GREEN infrastructure improvements include:



Permeable Pavement

Permeable paving allows stormwater to soak into the ground in contrast to hard surfaces (concrete or asphalt) where stormwater rapidly flows into the sewer system. *Planning Tip: Best used in alleyways, parking spaces, and sidewalks.*



Rain Gardens

Rain Gardens capture stormwater that runs off streets, roofs, and parking lots. Plants and soil absorb that water, reducing the amount of runoff entering our sewer system. *Planning Tip: Best along sidewalks (by streets) or bulb outs. You can also disconnect your downspout, and run your rainwater to a rain garden in your backyard!*



Bulb Outs

Bulb Outs are a traffic calming method that extends the sidewalk, reducing the distance to cross the street and increasing pedestrian visibility and safety. These can also include various green technologies to capture and treat stormwater. *Planning Tip: Implement along streets and at intersections.*



Rainwater Harvesting

Rainwater harvesting collects and diverts stormwater from hard surfaces such as roofs that would otherwise be going into the combined sewer system, making it available for use. *Planning Tip: Best for buildings and other structures with large, relatively clean, rainwater catchment areas – such as roofs – and sufficient space for above or below ground cisterns.*



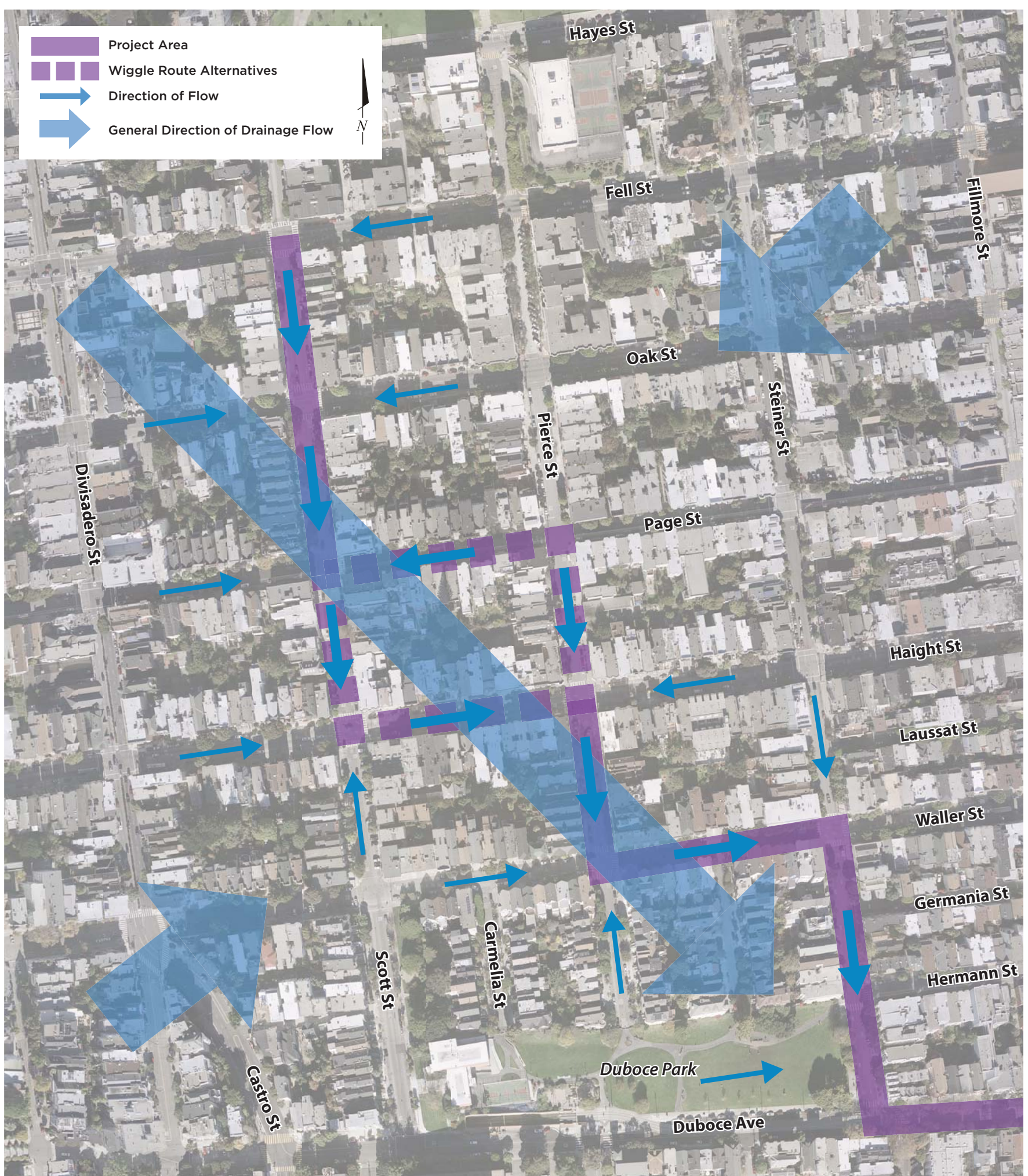
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Water Movement Diagram

The Wiggle is a favored route by bicyclists due to its gentle slope. This diagram illustrates the movement of stormwater in the project area. Surface flows would be directed into bioretention areas where it can drain naturally without entering the sewer system. Water from surrounding streets is directed to these areas as well.





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Streets for People

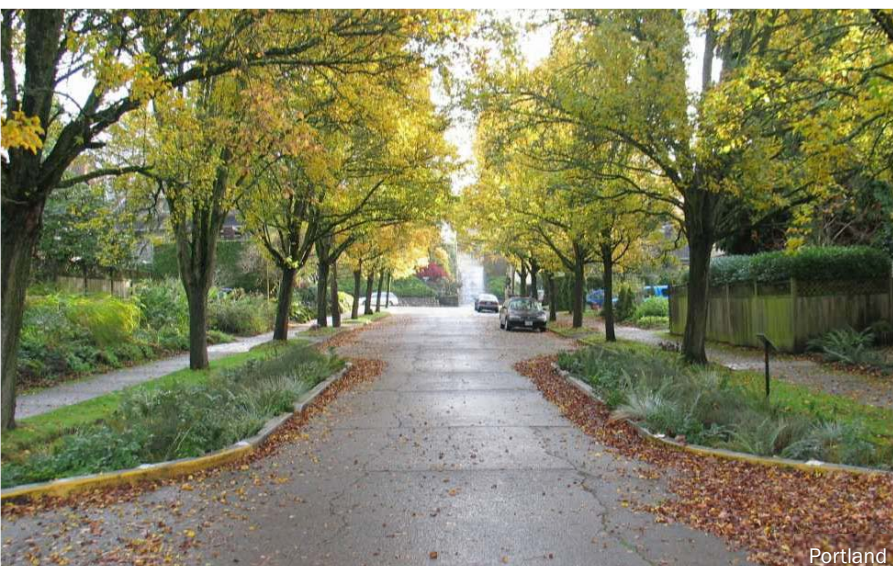
The SFMTA's goal for the Wiggle Neighborhood Green Corridor is to create a route that is comfortable and safe for all who walk, bike, and live along the Wiggle.

Whether taking your dog to the park, biking with your children, or chatting with a neighbor outside your home, there are a few key roadway characteristics that the SFMTA can address to preserve the residential nature of the Wiggle streets:

- Ensure that pedestrians feel safe crossing the street
- Minimize congestion from motor vehicles
- Encourage slow, safe speeds from all roadway users

Traffic Calming Toolbox

The SFMTA's traffic calming toolbox uses a variety of physical treatments which signal to roadway users that they should go slowly and expect pedestrians and bicyclists of all abilities. Read on to learn how these features can address specific issues in this neighborhood!



Portland



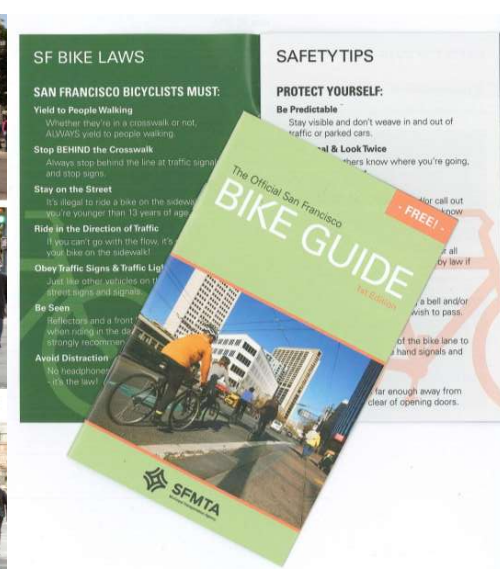
17th and Sloatwell, San Francisco



Hayes Valley, San Francisco

Education and Enforcement

Through this project, the SFMTA will be able to make physical changes to the roadway. However, there are other ways to improve behavior that are not part of the built environment, such as police enforcement of those who don't stop, education of why yielding is important, etc. Feel free to let us know about your thoughts and ideas that pertain to education and enforcement as well.



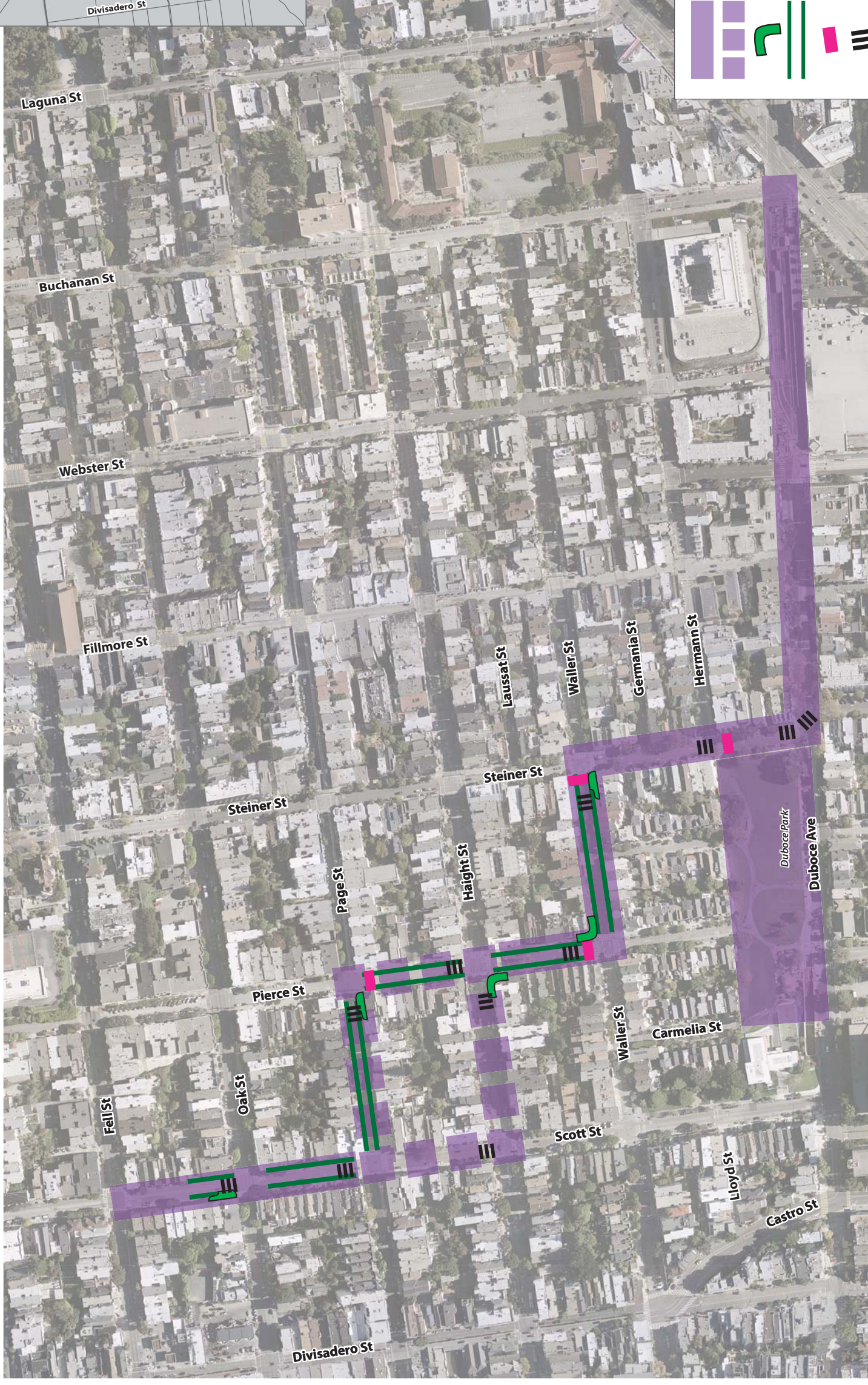


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Core Project Improvements



	Project Area
	Wiggle Route Alternatives
	Bulb-outs
	Permeable Pavement in Parking Lane
	Raised Crosswalk Location
	Speed Reduction Bars



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Raised Crosswalks and Speed Reduction

Pedestrians want to feel confident that drivers and bicyclists will yield to them when crossing the street – especially with children and puppies in tow! Raised Crosswalks and Speed Reduction Bars highlight an upcoming crosswalk, encouraging roadway users to slow as they approach and turn through an intersection.



17th and Showell, San Francisco

Continuous Sidewalk

This raised crosswalk is designed to provide a level pedestrian path and to match the materials of the sidewalk, accentuating the feeling of entering pedestrian space.



Nancy Pelosi Drive, San Francisco

Marked Speed Table

This raised crosswalk maintains existing drainage flow along the curb, and uses asphalt to create a flatter version of a speed hump, known as a speed table, to create the raised crosswalk area.



Santa Cruz Boardwalk

In-Pavement Speed Reduction Bars

Speed Reduction Bars are used to signal a change in the roadway, such as an approaching pedestrian crossing. The SFMTA proposes adding these at the downhill approaches to intersections along the Wiggle as an added reminder to roadway users to stop. These stripes would be narrower and spaced more closely than the dashed green markings seen in some SF bike lanes.



West Palm Beach

Raised Intersections

The SFMTA is also considering raised intersections, which are similar to raised crosswalks but cover the entire intersection and all four crosswalks.



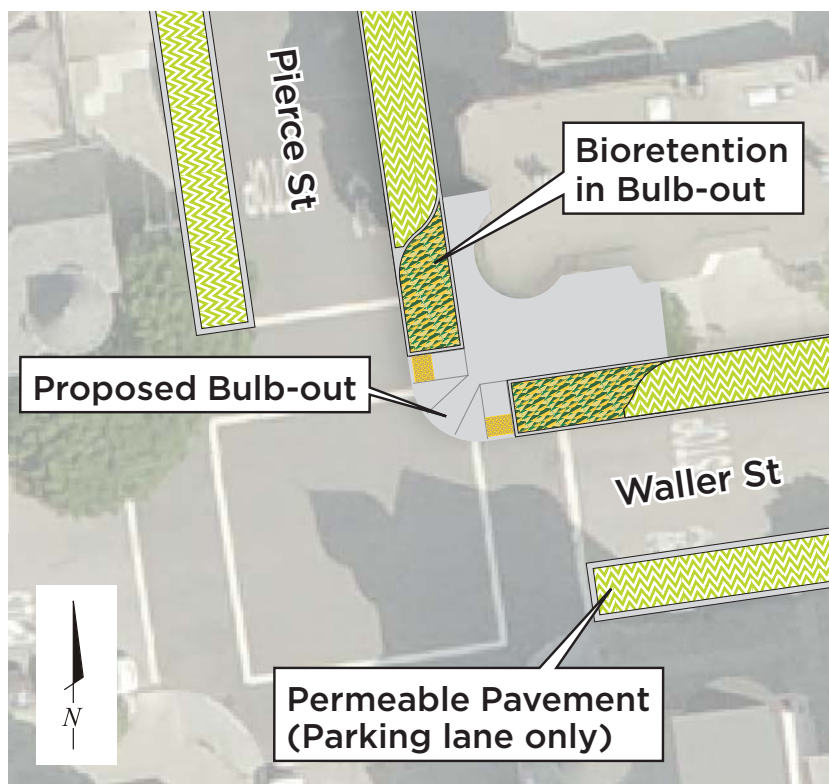
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Permeable Paving

Waller Street is very typical of city streets within the project area. Here is a potential before and after view of how permeable paving in vehicle parking areas can be incorporated for green infrastructure. Permeable Paving can also have a subtle traffic calming effect by visually narrowing the roadway.



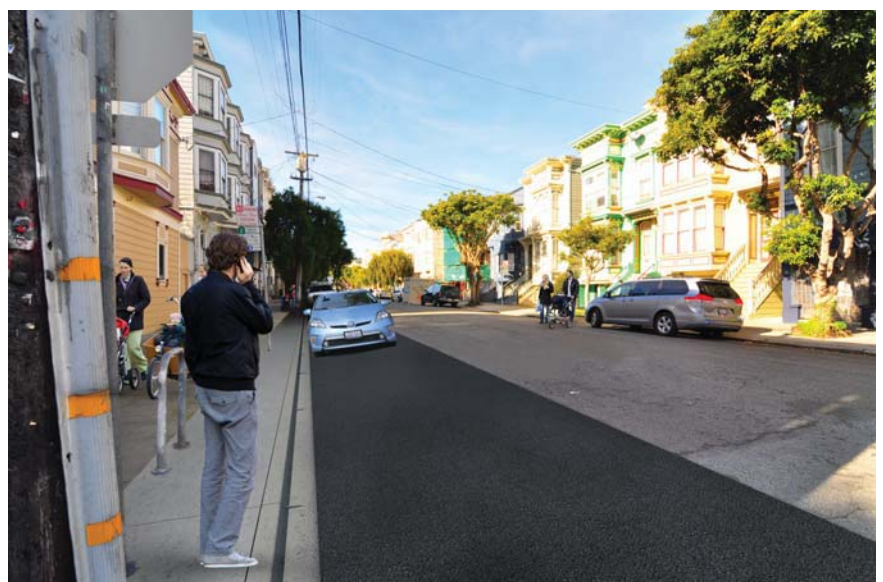
Existing Conditions on Waller Street



Permeable Pavers



Pervious Concrete



Porous Asphalt



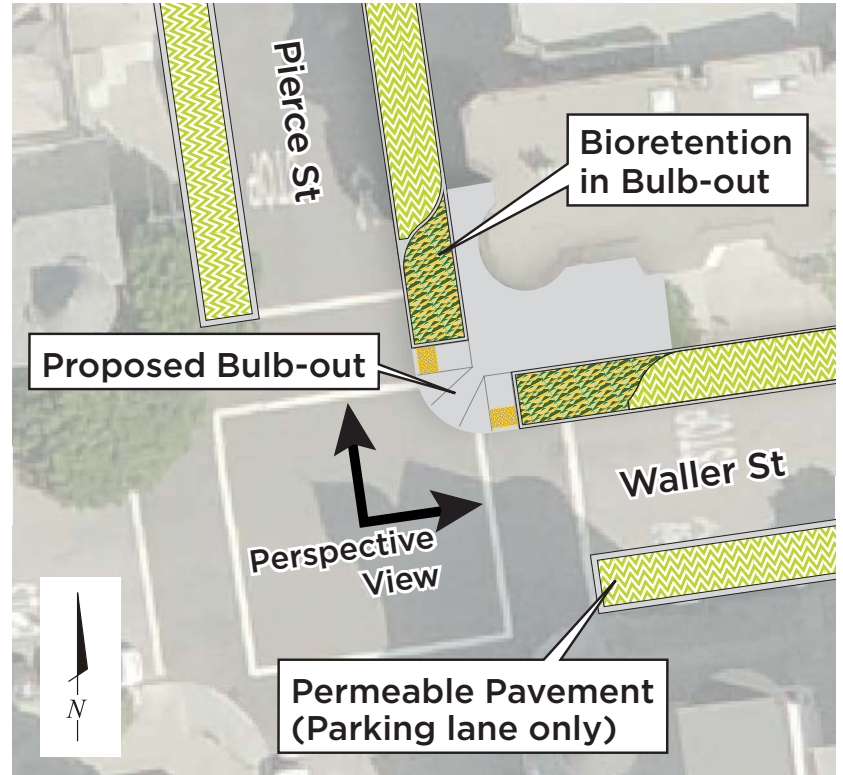
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Bulb-outs and Rain Gardens

The corner of Waller and Pierce Streets is very typical of city streets and in the project area. Here is a potential before and after view of how a vegetated bulb-out can be incorporated at a street corner to capture stormwater runoff and improve pedestrian visibility at corners. Bulb-outs (also called Curb Extensions) extend the sidewalk into the parking lane to narrow the roadway, increasing visibility between people in the roadway (including drivers and bicycle riders) and those crossing the street. They also shorten crossing distances for pedestrians and can slow turns by drivers and bicycle riders.



Green Corridor Route Alternatives

The green infrastructure and traffic calming improvements proposed in this project would create visual continuity along the corridor where they are placed. We would like to know if you have a preference for where these “green corridor” improvements should be placed, knowing that the traditional Wiggle bicycle route is on Haight and Scott.

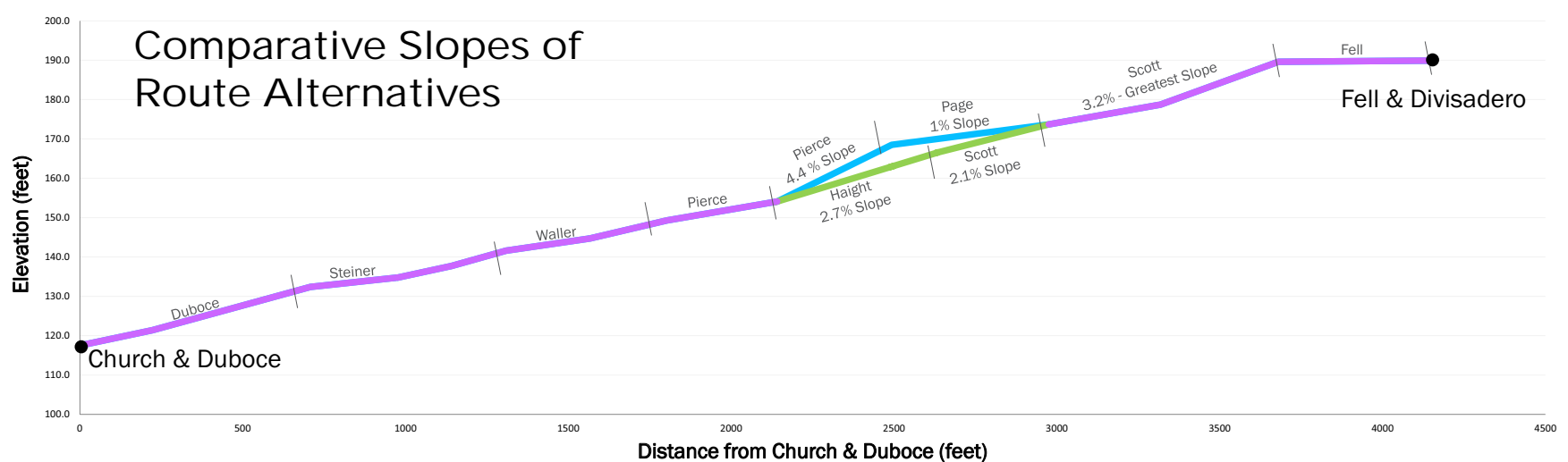


Haight/Scott (Traditional Wiggle)

Placing these improvements on Haight and Scott would create a “green corridor” along the traditional “Wiggle” bicycle route. However, this block of Haight Street has a different character from the other streets along the proposed route, due to the buses and businesses on Haight, and some green infrastructure features may not be feasible.

Pierce/Page (Alternative Route)

Placing these improvements on Pierce and Page would provide increased opportunities for stormwater management and would be more cohesive with the rest of the “green corridor” in terms of following primarily residential streets. However, these improvements would bypass a portion of the traditional “Wiggle” bicycle route. Note that Page street is also part of both the bicycle network and the proposed Green Connections network:



Concepts for Scott Street

Motorists who drive through the neighborhood – rather than to a local destination – can cause congestion on residential streets. The treatments presented below would reduce automobile traffic, making Scott Street more comfortable for residents, bicycle riders and pedestrians, but could potentially increase automobile traffic on adjacent streets.

Do you like these treatments for Scott? Should we continue to study what the effects would be?

Northbound *and* Southbound Diverters

A paired set of traffic diverters could drastically reduce traffic on Scott Street by restricting auto access in both directions, either at one intersection or spaced a few blocks apart.

While this option would improve conditions for people who walk, bicycle and live on these blocks of Scott Street, this treatment would also have the greatest effect on traffic circulation in the neighborhood.

Southbound Diverter at Oak *or* Fell

A partial diverter that restricts southbound motor vehicle access could be placed at either Oak Street or Fell Street with similar effects on traffic circulation in the neighborhood.



Diverters reduce traffic volumes by limiting through-traffic on neighborhood streets while maintaining pedestrian and bicycle access, as well as access to residential addresses and driveways. A Partial Diverter, shown above, blocks the entrance to a block at one end to limit one direction of traffic.

Use your questionnaire to let us know how much you like the idea of restricting traffic on Scott – either southbound only, or in both directions – and whether you have a preferred location along Scott for these types of treatments.

One-Way Street - One Block of Scott

Turning one block of Scott into a one-way northbound street (with a southbound bicycle lane) would have a traffic circulation effect similar to adding a southbound-only traffic diverter, but would provide additional space in the roadway for greening or angled parking.

Similar to the block of Pierce Street between Fell and Oak, all addresses and driveways would be accessible from one direction.



Page and Scott Traffic Circle

A traffic circle at Page and Scott would help pedestrians, drivers, and bicycle riders negotiate the intersection, reducing the conflicts normally created by left turns.

Traffic circles do not restrict auto access, but could be used in conjunction with traffic diverters to enhance the traffic calming benefits of each.



Traffic Circles Then & Now

In 2003, the SFMTA experimented with removing stop signs and installing traffic circles at several locations along Page Street. Many residents complained that the circles were unsightly and deprioritized pedestrians, and they were removed. However, in recent years the SFMTA has installed traffic circles with success and community support, using improved outreach, design, and signage. We would not remove stop signs at Page and Pierce.

Bulb-outs and Raised Crosswalks

Please also rate the option of continuing the traffic calming treatments used throughout the rest of the project area instead of having special improvements on Scott. This option would use raised crosswalks, bulb-outs, and speed humps to achieve traffic calming and pedestrian visibility improvements.

Divisadero Street Improvements

Crosstown traffic passing through this neighborhood is most appropriate on Divisadero, but when Divisadero gets backed up, drivers often use Scott Street to avoid the congestion. In addition to Scott Street changes, the SFMTA is exploring improvements to Divisadero that would make traffic flow more smoothly to make it more attractive to crosstown drivers.



Haight Street Transit Improvements

The Transit Effectiveness Project (TEP) is an on-going program of the SFMTA that aims to improve service reliability, reduce travel time on transit, and improve customer experiences and service efficiency.

Haight Street is one of the key transit corridors in San Francisco and the TEP is investigating opportunities to make improvements along Haight Street, including in the Wiggle Neighborhood Green Corridor project area.



Traffic Signals at Scott Street and Pierce Street

The TEP proposes converting the all-way stop signs along the Wiggle route into traffic signals equipped with transit signal priority. Traffic signals can clarify the right-of-way for pedestrians while minimizing travel time delays for buses. This would make these intersections (Haight and Scott and Haight and Pierce) consistent with other intersections in this part of Haight Street, such as at Haight and Steiner. Signals could add delay to pedestrians, drivers and bicyclists but would help establish right of way.

Moving the Pierce Street Bus Stops

The existing bus stop at the southwest corner of Pierce and Page creates a dangerous situation where bicycle riders pass a bus to the left (while it is picking up passengers), and then make a right turn in front of the bus. The SFMTA will be moving both bus stops to the far side of the intersection to remove this obstacle. Combined with the new traffic signal, this would ensure that buses do not stop twice at intersections.

New Bus Bulb-outs at Divisadero and Fillmore

Transit bulbs can reduce transit travel times on bus routes by eliminating the need for buses to pull out of and back into traffic to access curbside transit stops and improves boarding by allowing buses to align directly with the curb. They also increase passenger comfort while waiting and provide more sidewalk space for transit shelters and streetscape improvements. Pedestrian safety is also improved through reduced street crossing distance, improved visibility and reduced speed of turning traffic

More Frequent Limited-Stop Service

The 71L currently only runs during the morning and afternoon commute hours. The service hours would be extended to provide all-day limited service along the Haight Street corridor. The extended hours would be combined with increased frequency to reduce crowding on Haight Street buses.

For more information about the TEP, please visit www.sftep.com.



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Get Involved!

There are things you can do to help reduce the amount of stormwater going into the combined sewer system.

Help Build Green Infrastructure Projects Near You!

Join the SFPUC as we plan, design and build Green Infrastructure projects in the city:
www.sfwater.org/greeninfrastructure.



Get a Sidewalk Garden on Your Block!

Gather your neighbors and get a free Sidewalk Garden. Apply with our partners at Friends of the Urban Forest:
www.fuf.net/sidewalk.

Use Green Technologies at Home

Learn how to capture and reuse your rainwater at home for irrigation and help keep stormwater out of the combined sewer system: www.sfwater.org/rainwater.



Laundry to Landscape Subsidy Program

Don't let good water go to waste. Irrigate your backyard with "graywater" from your laundry machine:
www.sfwater.org/graywater.

Protect Our Grey Infrastructure

Keep fats, oils, and grease out of your sinks and drains, and recycle at convenient drop off points:
www.sfGreasecycle.org.

Make a Lasting Impact!

Be a part of San Francisco's long-term planning process of sewer system improvements for the next twenty years. To get involved, visit:
sfwater.org/urbanwatersheds.

Connect with the SFPUC to help improve local stormwater management and assist the SSIP.
ssip@sfwater.org www.sfwater.org/ssip www.facebook.com/sfwater [@sfwater](https://twitter.com/sfwater)