

# BACKGROUND

## Project initiation

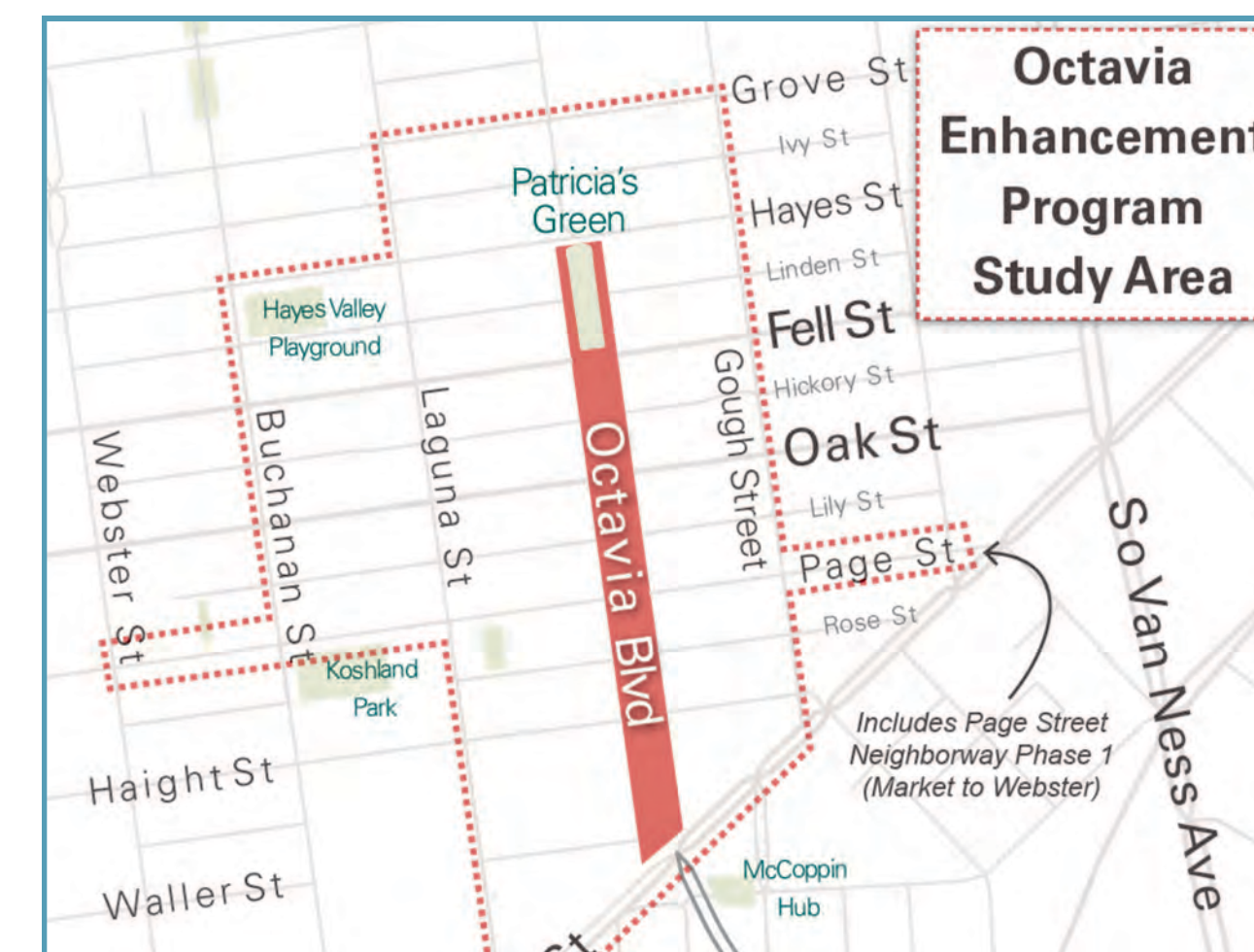
- The **Octavia Boulevard Enhancement Program** seeks to make the boulevard and surrounding streets safer, more pedestrian-friendly, and better at serving multiple users.
- SFMTA has received many requests from constituents for traffic calming on Octavia Street around Patricia's Green.
- Community members have also asked for more 'elbow room' around the park and a safer connection across Octavia.
- Staff evaluated traditional traffic calming (speed humps), but determined the area would benefit more from a pedestrian-focused re-design rather than mere management of speeds.



Octavia at Hayes sees conflict between those walking, bicycling, and driving. The dog-leg junction results in congestion and right-of-way is often unclear.

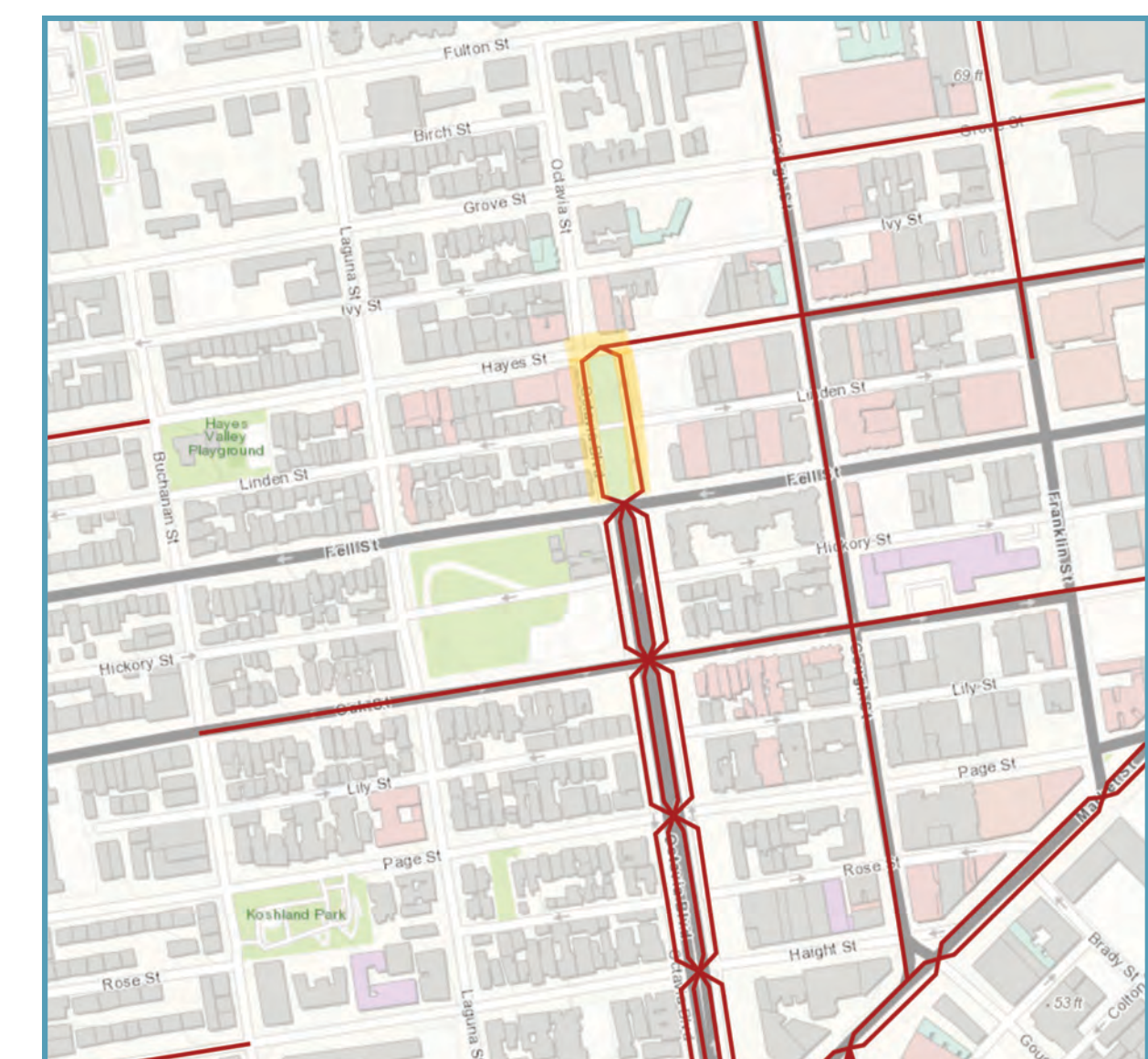
## Vision Zero & traffic safety

- In San Francisco, about 30 people die in traffic collisions each year, and one is too many. SFMTA adopted a *Vision Zero* policy in 2014 with a goal of eliminating all traffic fatalities and reducing injuries caused by collisions.
- Octavia and Hayes streets are on the **High Injury Network** — the 13% of streets that account for over 70% of traffic collisions resulting in severe and fatal injuries.
- In addition to reported collisions, conflicts between users and unreported traffic incidents are common in the area; staff hear of safety concerns particularly involving children and pets crossing Octavia Street in and out of Patricia's Green.



In addition to this project, the **Octavia Boulevard Enhancement Program** is taking a broader look at the boulevard, focused on a possible re-design of the northbound local lane. It also includes traffic safety and streetscape upgrades on Page Street and other spot improvements throughout the study area.

The streets highlighted in red below are on the **Vision Zero High Injury Network** — including Octavia and Hayes streets surrounding Patricia's Green.

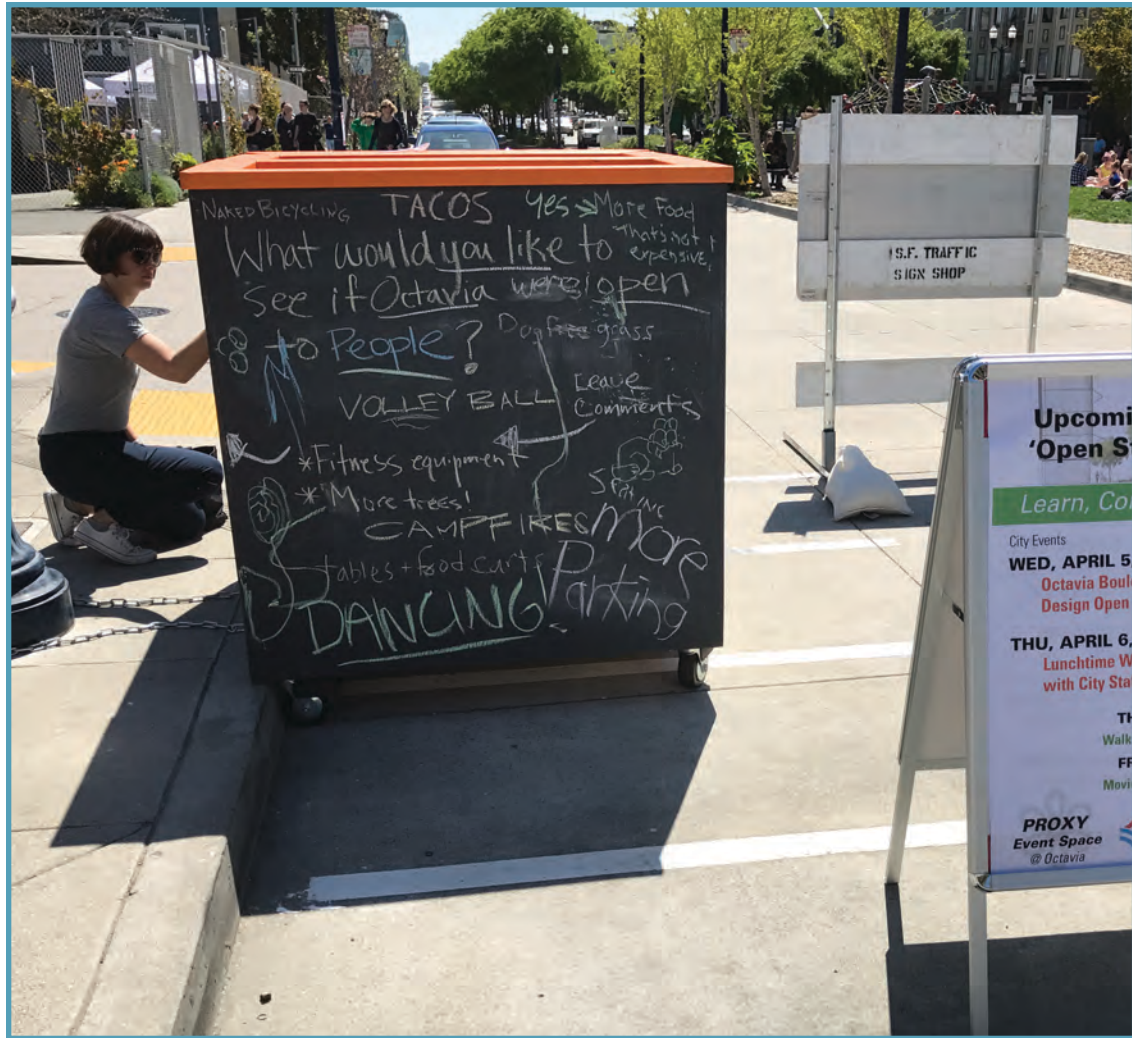




# TEMPORARY CLOSURES – Engagement

SFMTA studied traffic patterns and engaged the public at a number of community events that closed Octavia Street to vehicles...

Passers-by wrote comments with ideas for what they'd like to see on Octavia.



Collapsible bollards were tested in 2018.



## Public feedback

- Mostly positive feedback received from community members during outreach for the temporary closures
- Many expressed that the neighborhood needs more people/pedestrian space, especially for children
- Some were concerned for additional traffic on Linden and suggested designing for local access and adding traffic calming
- There was a desire by some to see expanded 'living alley' treatments on Linden Street
- People biking said it was easier to travel thru Hayes & Octavia, but wished for a better connection
- Parking is always a concern in Hayes Valley



**2015 & 2016**  
**1-day closures**

*East side of Patricia's Green only (northbound)*  
Outdoor open houses to discuss planned projects

**June 2017**  
**8-day closure**

*East side of Patricia's Green and daytime hours only*  
Two outdoor open houses (Saturday and weeknight)  
'Walk n Talk' along Octavia to discuss planned projects  
Closure area served as a Walk to Work Day hub  
Hosted PROXY events

**June 2018**  
**17-day closure**

*Both sides of Patricia's Green and included overnight hours*  
*Temporarily reversed Linden from Laguna to Octavia*  
Two 'office hours' with staff  
Joined HVNA & PROXY events  
Weekend meeting with Linden neighbors observe and discuss



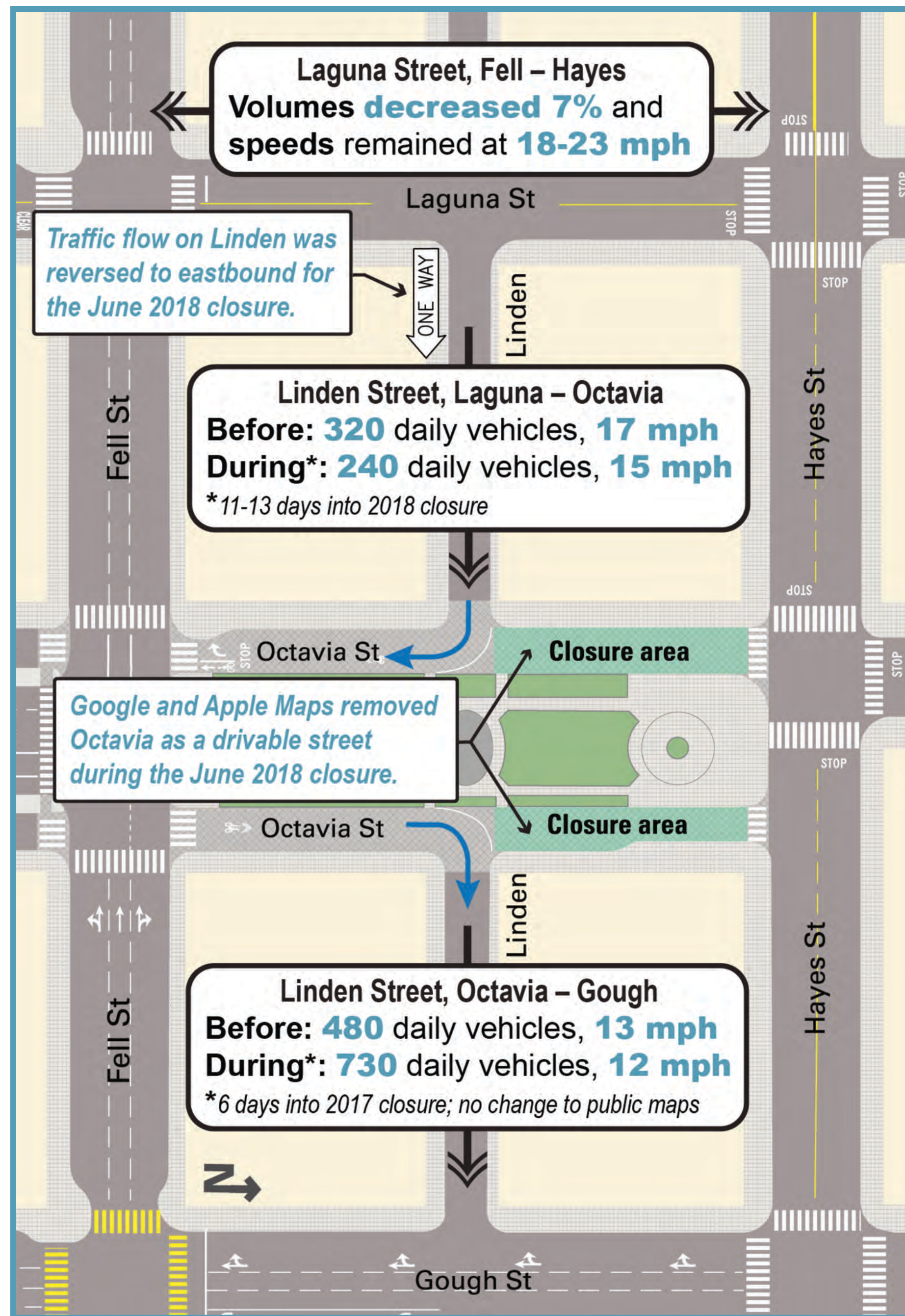
**Octavia 'Open Street' Project Open House — June 4, 2019**

**SFMTA.com/Octavia**



# TEMPORARY CLOSURES – Evaluation

## Traffic speeds & volumes



The temporary closures resulted in only a modest increase in traffic on Linden in 2017. Though there was an issue with the data collection device used on the Octavia-Gough block in 2018, staff observations and public comment showed that changes to traffic patterns were reduced from the previous year.

The temporary removal of Octavia as a drivable street by mapping providers in 2018 aided in the reduction of traffic on Linden. If approved, the changes would be permanently reflected on maps used by the public and Uber/Lyft drivers.

## Observations

- People naturally took to the space — the east side of Patricia’s Green is well activated; the west side could use something more formal.
- Turning Hayes & Octavia into a T intersection simplified the junction for all modes of travel, both benefitting safety and improving traffic flow.
- There is a need for more and better located loading space around the Green.



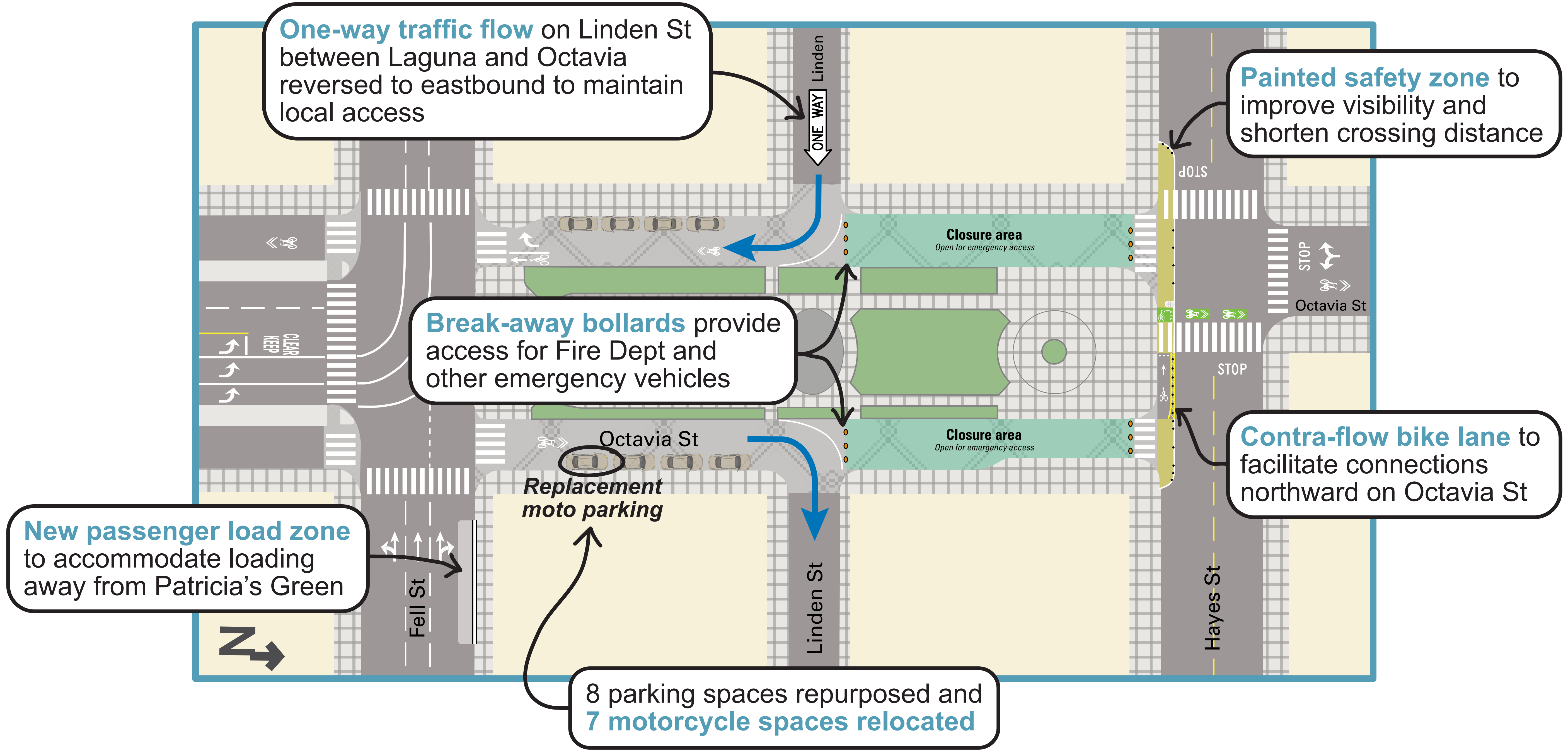
A portion of the east side is curb-less, helping to integrate the park with the adjacent sidewalk.



**Break-away bollards** – which collapse to provide immediate access for emergency services – were successfully used in 2018.



# CONCEPT PLAN





# FUTURE EFFORTS

## ‘Living Alley’ treatments

A **‘Living Alley’** is a street designed as a place for people. Its design can reconfigure the geometry and surfacing of the street, or simply add low-cost amenities while maintaining a more traditional design. Whatever approach, Living Alleys calm and discourage thru traffic to give priority to people walking.

The 2008 Market-Octavia Plan included Living Alleys as one of the anticipated improvements in the plan area.

*Elements in the Living Alley toolkit that might fit Linden Street:*

Sidewalk gardens

Planter boxes

Trees

Raised crosswalks

Decorative paving

Public art

Light strings or other creative lighting

## Development and other projects

- **Housing development:** Former freeway and other parcels are still pending development; housing will replace those parcels temporarily hosting PROXY and Biergarten.
- **Octavia streetscape:** This project team is considering adding ‘living alley’ streetscape enhancements to Octavia Blvd’s northbound local lane between Page and Fell streets.
- **Parking management:** SFMTA’s Curb Management team is in the early stages of a parking plan, focused on addressing the affects of development and new mobility options, as well as re-thinking Residential Permit Parking.



*Hanging lanterns over Linden St connect the shared, curb-less end at Gough with Patricia's Green.*



*Sidewalk gardens add interest and absorb rainwater.*



*Raised crosswalks slow traffic and could be used at the Fell and Gough entries to Patricia's Green.*



*Stamped/colored asphalt calms traffic and creates a more neighborhood feel.*



# NEXT STEPS

## Why now?

- **Vision Zero:** The City is committed to acting quickly to install safety improvements, particularly on the High Injury Network.
- **Traffic circulation:** We are confident the modified traffic patterns will work provided what was learned from the temporary closures over the past four years.
- **Emergency access:** The project team has developed a design solution for providing emergency access — last year finding success with collapsible bollards to secure the space.
- **Maintenance:** There is now a viable option to keep the block clear of trash and debris — we plan to use the same mini street sweepers that clean our protected bikeways.
- **Enjoy it now!** With housing to replace the PROXY and Biergarten sites still a couple years away, there is still time to enjoy more public space before construction begins.



## SFMTA Board public hearing

**Expected date: Tues, July 16th at 1pm<sup>^</sup>**  
City Hall, Room 400

As informed by this public outreach event, staff anticipate presenting the final project proposal to the SFMTA Board of Directors in July. This would be the official public hearing for the project and your opportunity to formally provide your comment, either by attending in person or writing beforehand.

<sup>^</sup>We will confirm the SFMTA Board hearing date and additional information via a project update and street postings.

