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Water Power Sewer
Services of the San Francisco Public Utilities Commission

WELCOME

WIGGLE NEIGHBORHOOD GREEN CORRIDOR COMMUNITY OPEN HOUSE



Objectives:

- Share proposed locations for green infrastructure and traffic calming features.
- Provide results of feedback submitted during the June 11 and September 24, 2013 Open Houses and online surveys.



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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 (SFPD) are working to improve stormwater management and walking and biking conditions along the iconic Wiggle route.

STORMWATER MANAGEMENT

The project will improve stormwater management using bulb-outs with rain gardens and permeable pavement.

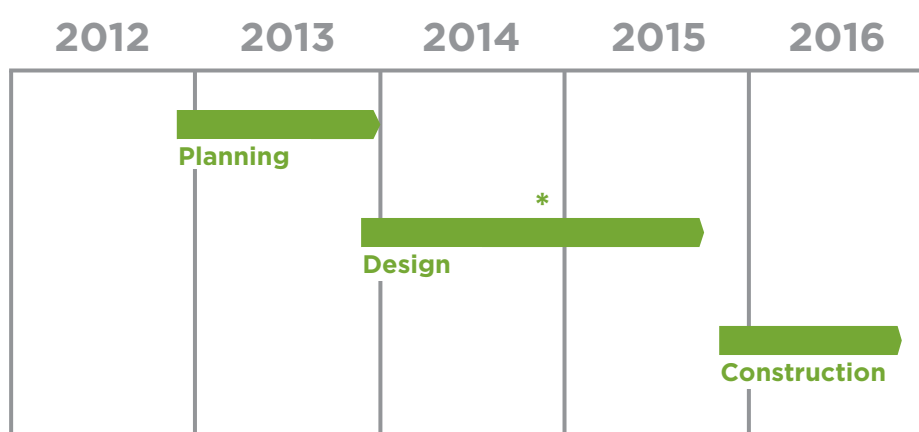


TRAFFIC CALMING

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



PROJECT TIMELINE



* This project will be considered for final approval at a public hearing later this year. Please join our email list so we can let you know when the date is set!



Existing conditions



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.*

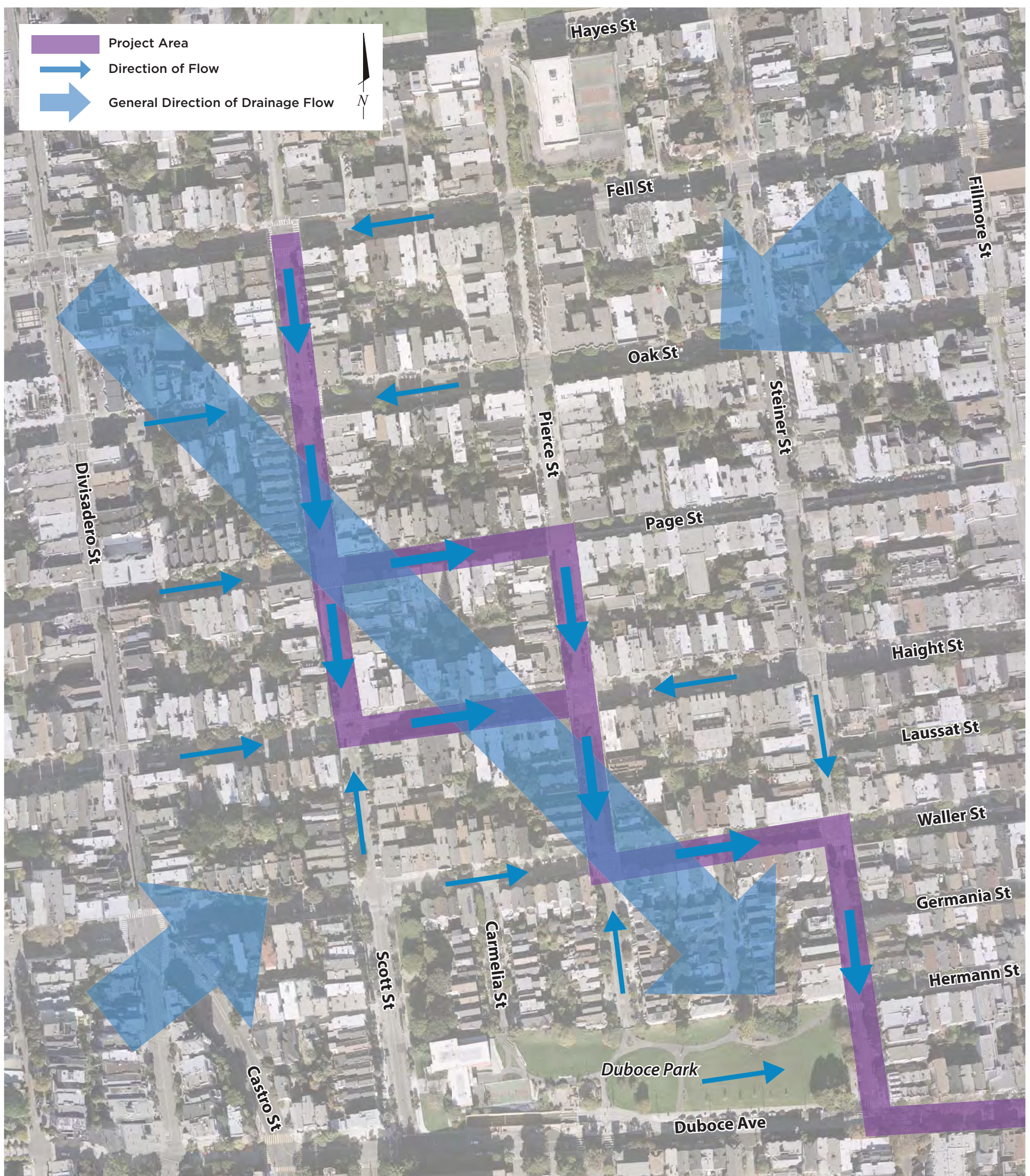


Rainwater Harvesting

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.*

Movement of Water and People

The Wiggle represents a gathering point for water and people. Both stormwater and bicycle riders follow a similar route (shown below) along a former creek path that cuts through the hilly terrain.





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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 will address specific issues in this neighborhood!



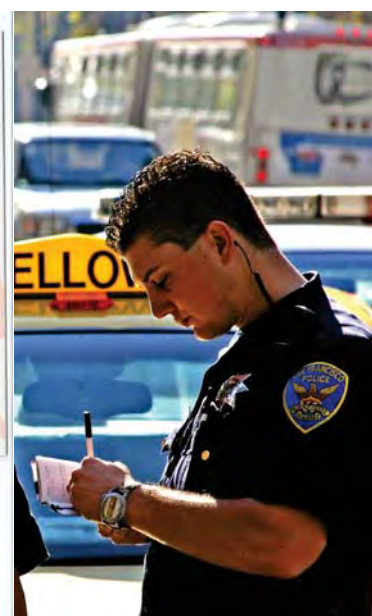
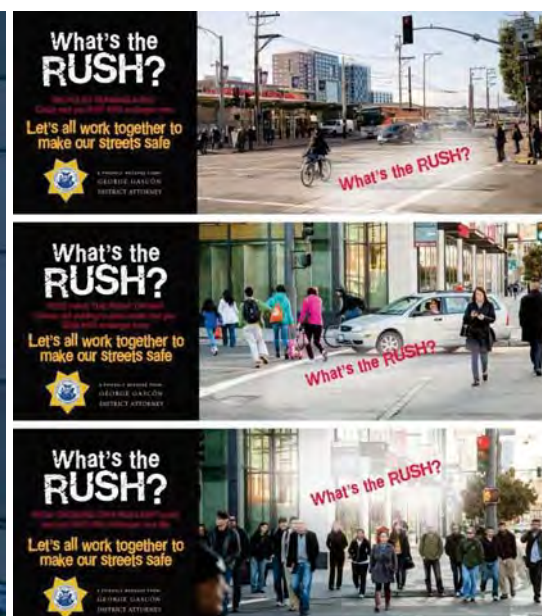
Photo: Payton Chung



Image: Walk Stops

Education and Enforcement

Through this project, the SFMTA will 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. We will continue to work with our partner agencies to encourage good behavior on the Wiggle and enforce traffic rules of the road.





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Public Input

Community Open House #1: June 11, 2013



Community Open House

In-person attendance: **90** members of the public



In-person and Interactive online survey

[June 10 to September 10, 2013]

Online participation:

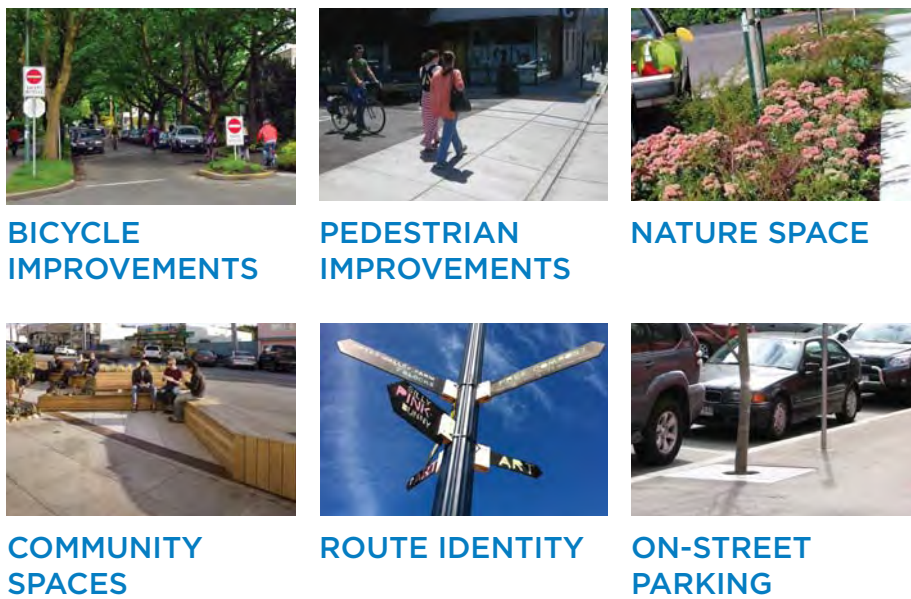
929 people visited site

470 people provided input

Community Priorities

We asked... "What is important to you on this street?"

Participants selected their top three priorities from the six options below.

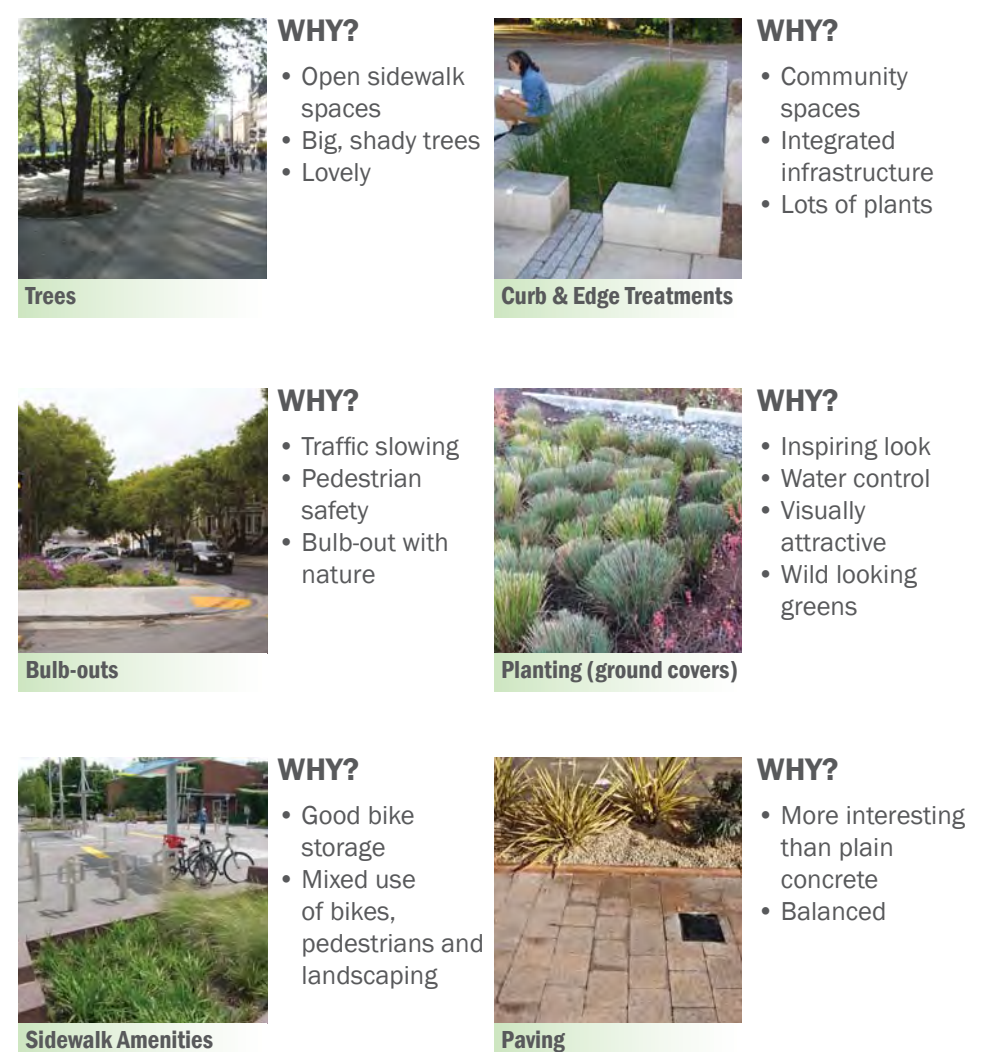


Top Three Community Priorities

- 1° BICYCLE IMPROVEMENTS**
- 2° PEDESTRIAN IMPROVEMENTS**
- 3° NATURE SPACE**

We asked... "What green infrastructure approach is the most appropriate for the neighborhood?"

Participants selected the following approaches from four options in each category.





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Public Input

Community Open House #2: September 24, 2013



Community Open House

In-person attendance: **71** members of the public



In-person and Interactive online survey

[September 24 to November 21, 2013]

Online participation:

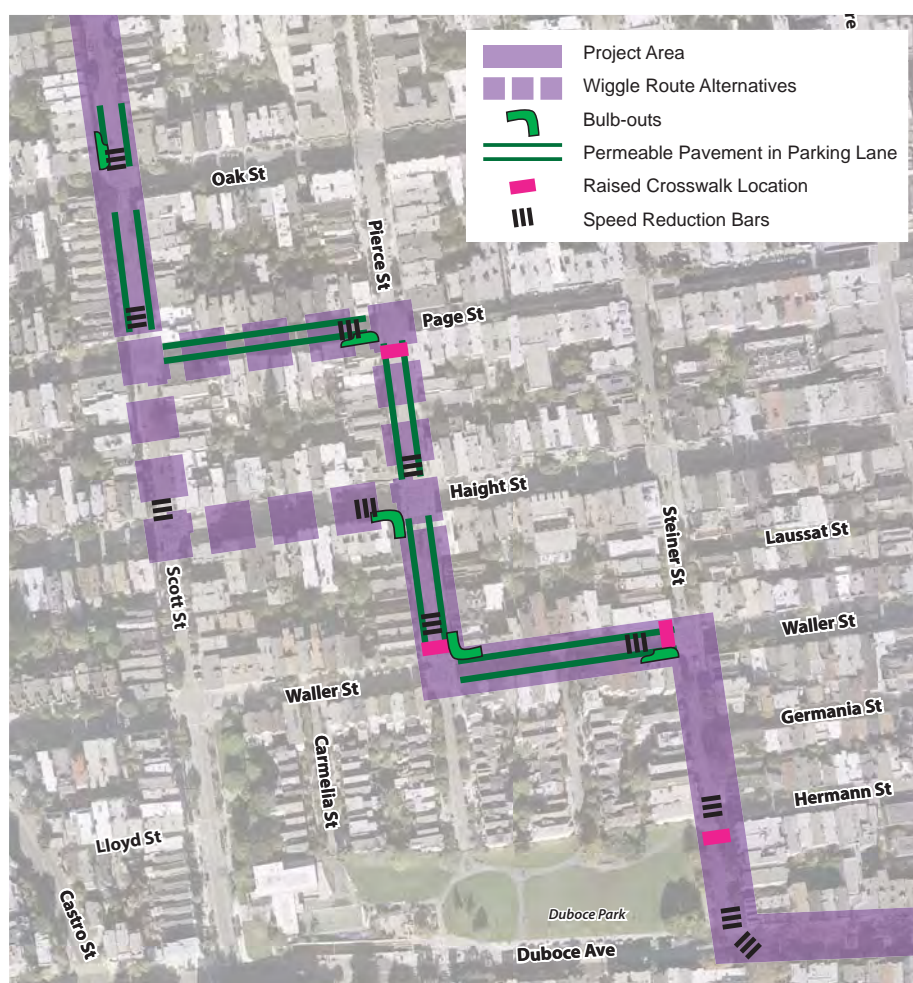
1349 people visited site

467 people provided input

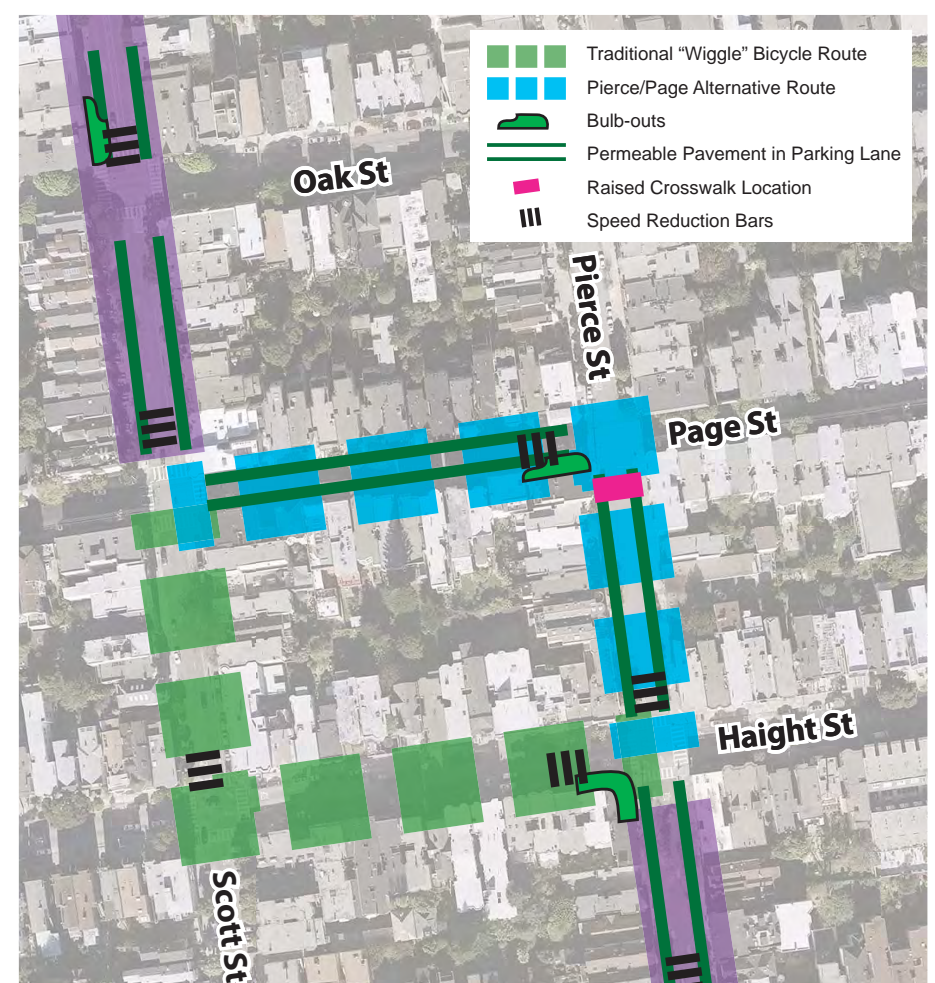
We asked...

“Do you generally like the placement of green infrastructure and traffic calming improvements along the project route?”

“Do you have a preference for where to put these “green corridor” improvements?”



4.11 stars



Pierce/Page alternate route:

3.94 stars

Traditional Wiggle route:

3.76 stars

Public Input

Traffic Calming Issues

Over the course of this project we have received a lot of great feedback about where Traffic Calming measures are needed. Here are some of the most commonly noted opportunities and concerns that we've incorporated into our proposal.

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 have tried to strike a balance between parking loss and providing benefits to the broader community.*

Hot Spots

Here are the most common location-specific concerns and opportunities which we are working to address.





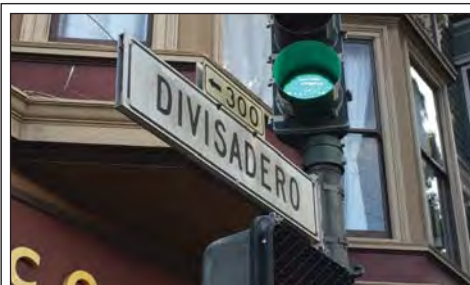
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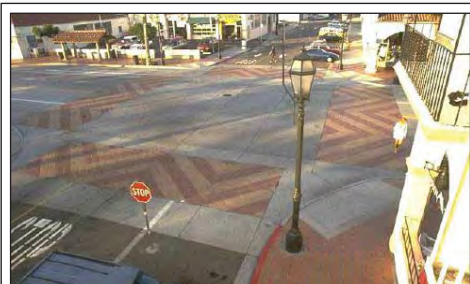
Project Proposal



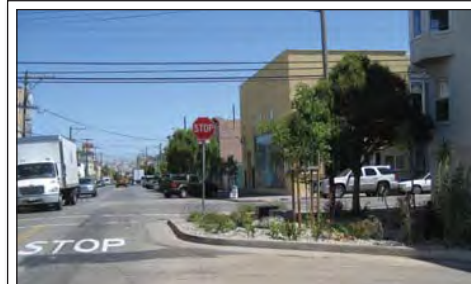
An extra-large bulb-out at Scott and Fell will act as a **TRAFFIC DIVERTER**, requiring southbound automobile traffic to turn onto Fell Street; bicycle riders and pedestrians can continue on Scott. This will reduce Scott Street's appeal as a cross-town route, making it a more pleasant place to walk, bike, and live. Access will be maintained to all homes and driveways.



Traffic signals on **DIVISADERO** will be coordinated in the southbound direction, making Divisadero the preferred cross town route for drivers who currently use Scott Street or other parallel residential streets.



The intersection of **SCOTT AND PAGE** will incorporate raised crosswalks and textured paving or artwork on the pavement to highlight pedestrian crossings and slow all traffic through the intersection. Paving patterns could help guide and organize turning cyclists.



BULB-OUTS extend the sidewalk at intersections, reducing the distance to cross the street and increasing visibility between pedestrians and people in the roadway. Bulb-outs also make corners sharper, ensuring that right-turning bicyclists and motorists take the turn slowly.



RAIN GARDENS incorporated into bulb-outs capture stormwater runoff from streets, roofs, and parking lots. Plants and soil absorb water, reducing the amount of runoff to the sewer system.

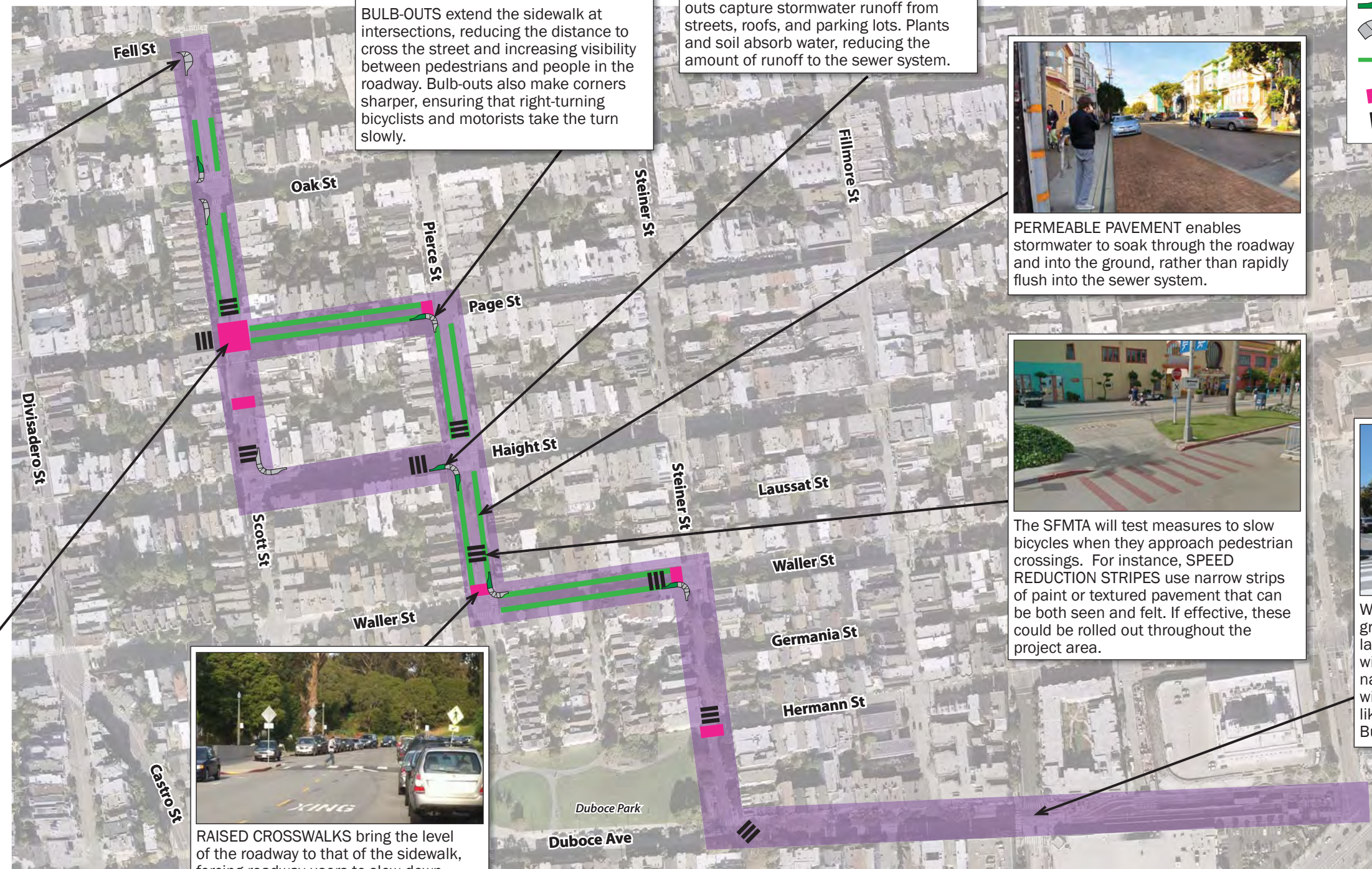


PERMEABLE PAVEMENT enables stormwater to soak through the roadway and into the ground, rather than rapidly flush into the sewer system.



The SFMTA will test measures to slow bicycles when they approach pedestrian crossings. For instance, **SPEED REDUCTION STRIPES** use narrow strips of paint or textured pavement that can be both seen and felt. If effective, these could be rolled out throughout the project area.

	Project Area
	Rain Garden
	Bulb-out
	Permeable Pavement in Parking Lane
	Raised Crosswalk
	Speed Reduction Stripes

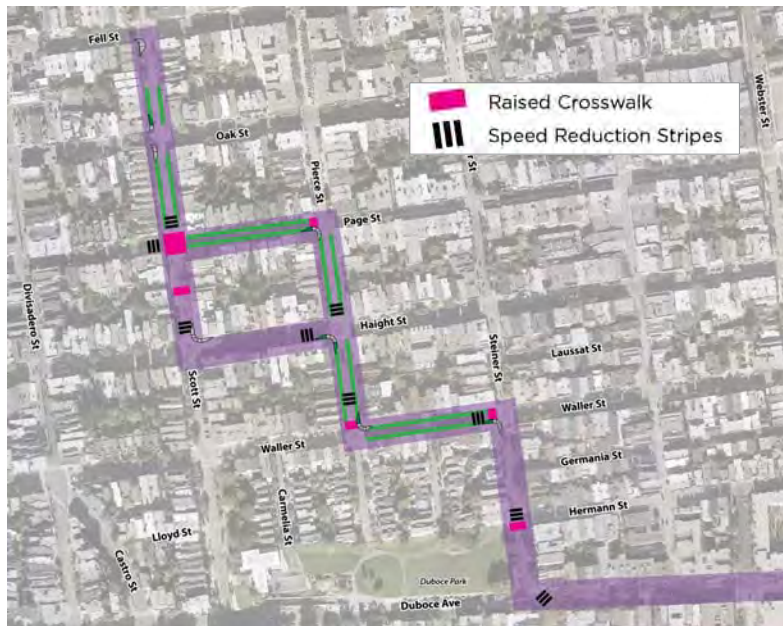


RAISED CROSSWALKS bring the level of the roadway to that of the sidewalk, forcing roadway users to slow down before passing over the crosswalk. **SPEED HUMPS** reduce speeding at midblock locations.



WAYFINDING measures such as signs, green bike lanes, and green shared lane markings or "sharrows" (shown), will continue to be used to help riders navigate the Wiggles. New markings will be added at tricky intersections like Church at Duboce and Market at Buchanan.

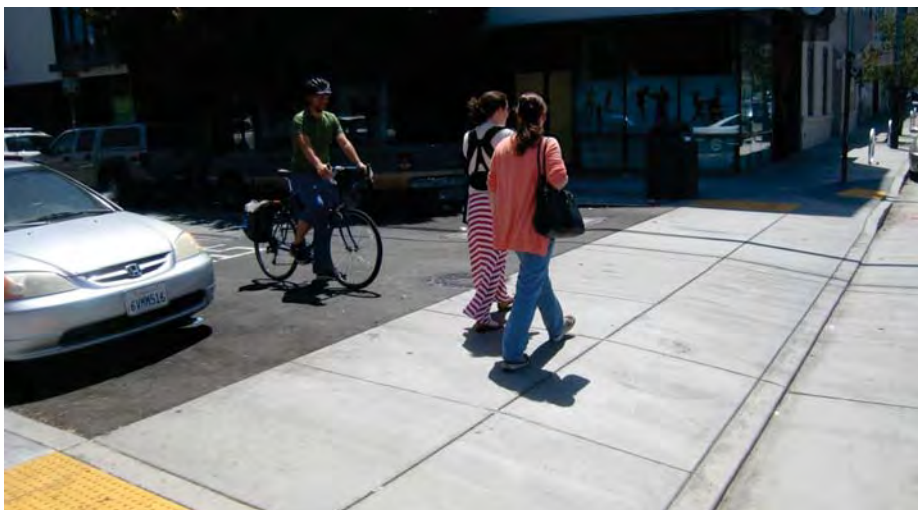
Raised Crosswalks and Speed Reduction



Pedestrians want to feel confident that drivers and bicyclists will yield to them when they cross the street – especially with kids or puppies in tow! **Raised Crosswalks and Speed Reduction Stripes** highlight an upcoming crosswalk, encouraging roadway users to slow as they approach and turn through an intersection. At midblock locations, speed humps reduce speeding.

Raised Crosswalks

Raised Crosswalks bring the level of the crosswalk to that of the sidewalk, so that people driving or riding bicycles in the roadway are reminded that they are entering an area where people may be walking. One of the two styles shown below will be used depending on the characteristics of each location.



Speed Reduction Stripes

The SFMTA will test measures that slow bicycle speeds when they approach crosswalks. Speed Reduction Stripes use narrow strips of paint or textured pavement that can be both seen and felt. If effective in tests, these could be rolled out throughout the project area, particularly at the downhill approaches to intersections



Scott and Page Proposal



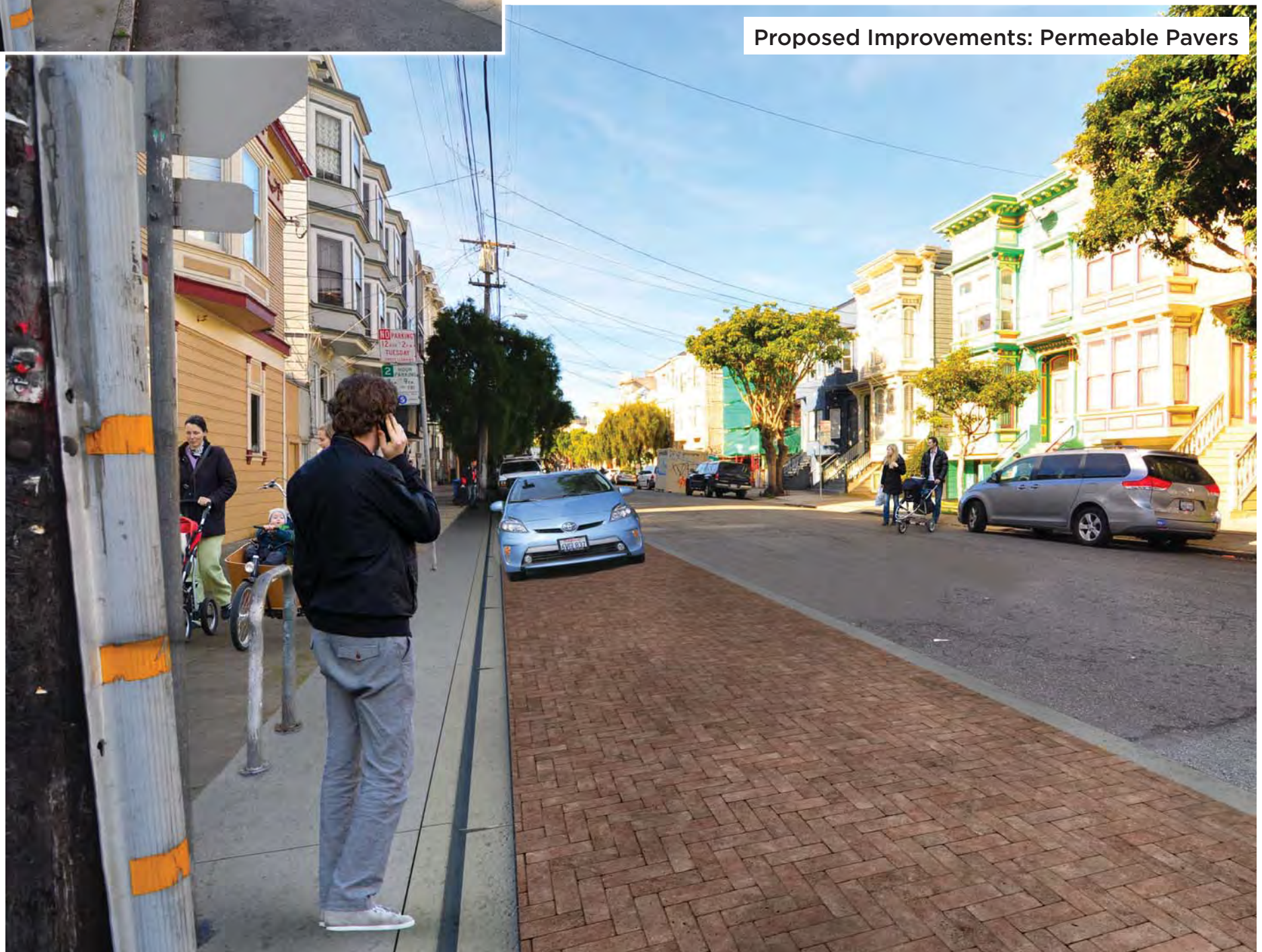
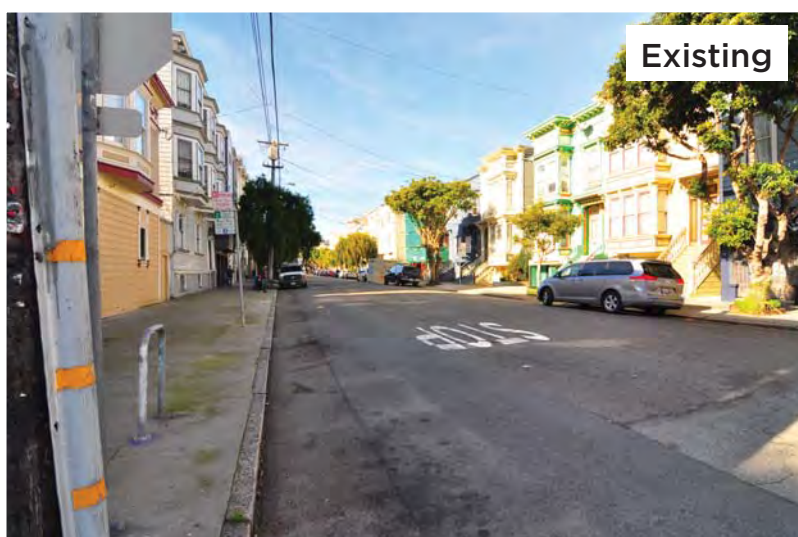
The intersection of Scott and Page streets will incorporate raised crosswalks and textured paving or artwork on the pavement to highlight pedestrian crossings and slow all traffic through the intersection. Paving patterns could help guide and organize turning cyclists. The raised intersection shown is an example of how a complete intersection design could look.

Permeable Paving

Permeable paving will be a key feature of the project, allowing stormwater to soak into the ground rather than rapidly flush into the sewer system. The community identified permeable pavers as their preferred paving type for its attractiveness and design quality.

General Comment Themes

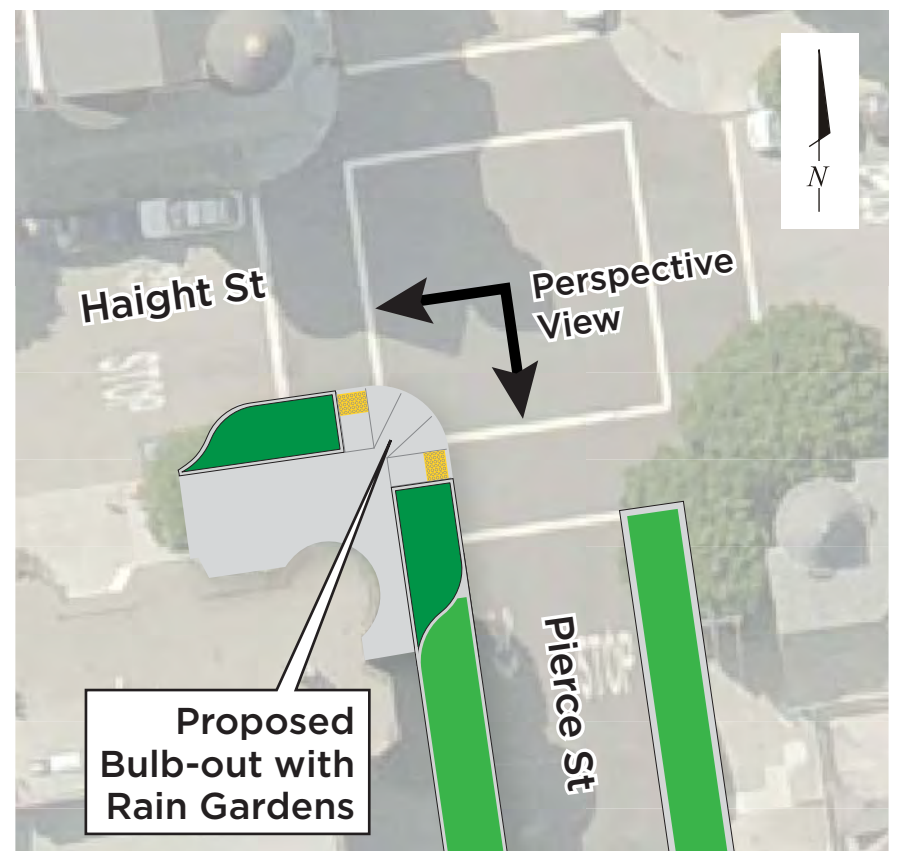
- “Good idea and looks good too”
- “Most aesthetically pleasing”
- “Design provides additional texture to the street”



Bulb-outs and Rain Gardens

Bulb-outs extend the sidewalk at intersections, reducing the distance to cross the street and increasing visibility between pedestrians and people in the roadway. They can also slow turns by drivers and bicycle riders.

Plant-filled rain gardens in bulb-outs can capture stormwater runoff while enhancing safety for those walking, biking, or driving through the neighborhood.



Existing

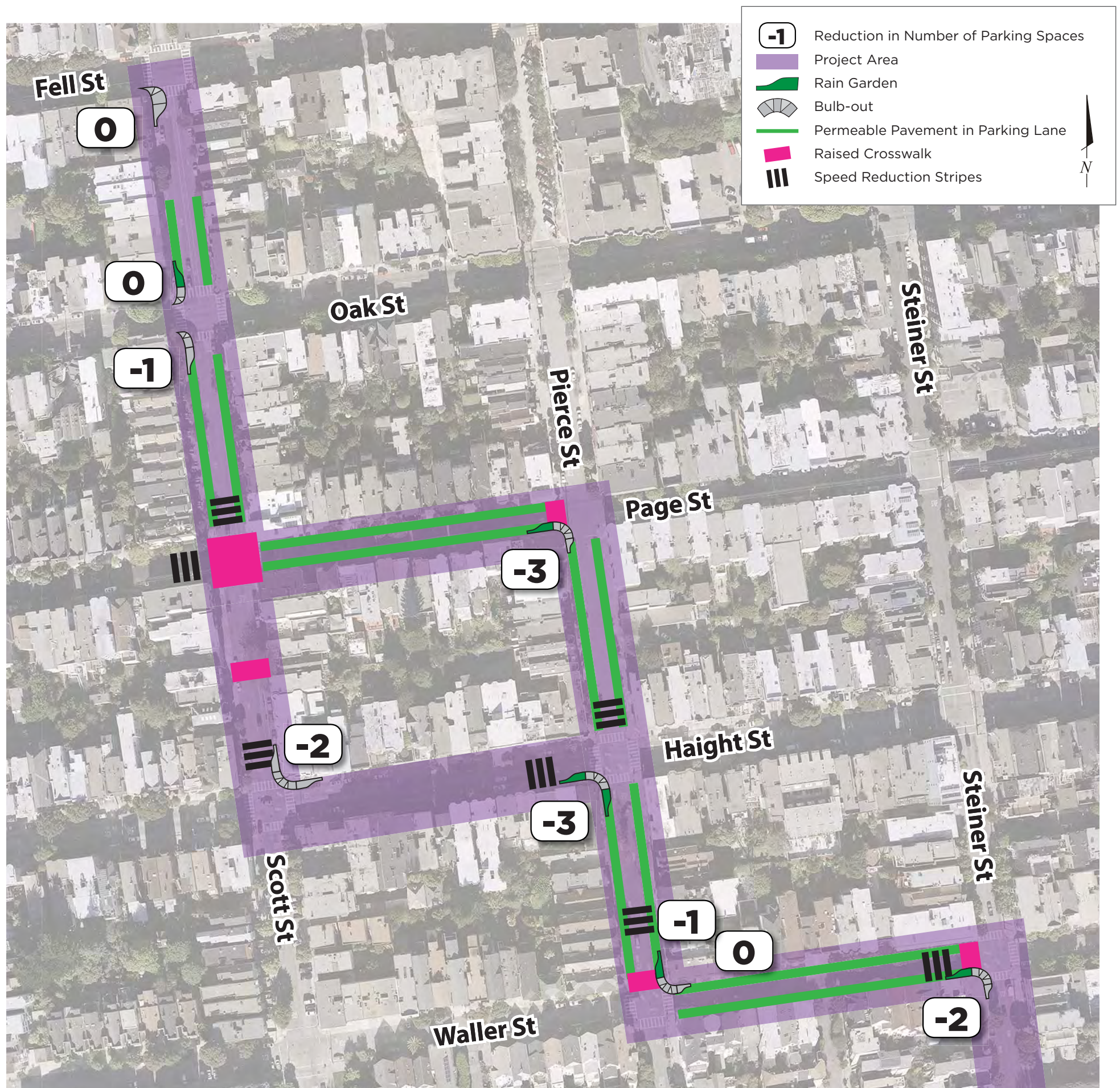


Proposed Improvements: Bulb-out with Rain Gardens

On-Street Parking Changes

Based on community priorities identified in the public outreach process for this project, certain parking spaces in the project area have been selected to be repurposed into bulb-outs, which improve pedestrian safety and allow for stormwater management.

- Total expected parking space reduction:
Approximately 12 spaces (0-3 per corner with a bulb-out)
- This represents approximately 2% of the ~700 parking spaces within one block of the project area

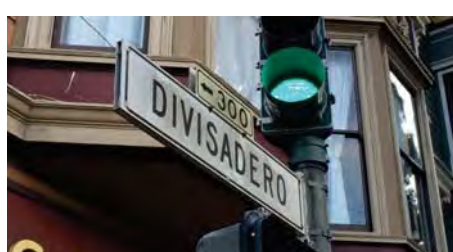
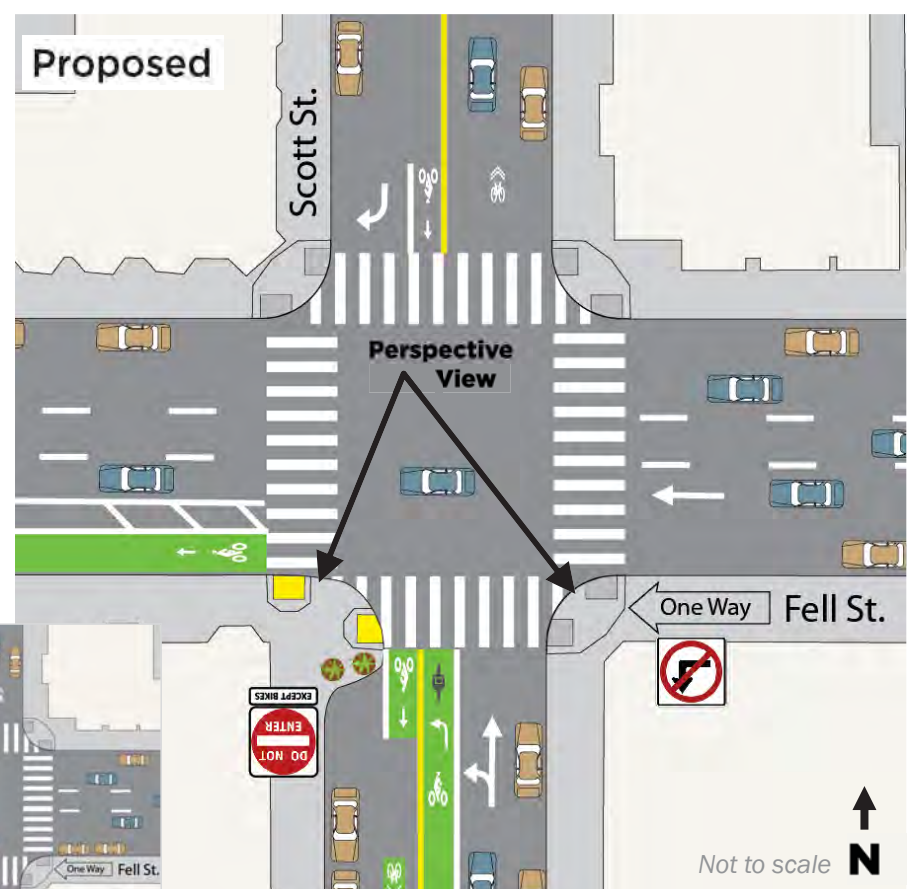


Scott Street Traffic Diversion

Motorists who drive through the neighborhood – rather than to a local destination – can cause congestion on residential streets. The City proposes restricting traffic on Scott Street to make it more comfortable for residents, bicycle riders and pedestrians.



An extra-large bulb-out at Scott and Fell will require all southbound automobile traffic to turn right onto Fell Street; pedestrians and bicycle riders can continue on Scott. This will reduce Scott Street’s appeal as a cross-town route, making it a more pleasant place to walk, bike, and live. Access will be maintained to all homes and driveways, and improvements on Divisadero Street will accommodate diverted traffic.



Divisadero Improvements

Traffic signals on Divisadero will be coordinated in the southbound direction, making Divisadero the preferred cross-town route for drivers who currently use Scott Street or other parallel residential streets.



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What would changes on Scott Street mean for me?



If you live on Scott Street...

Changes to Scott Street were initially requested by neighborhood residents unhappy with congestion and idling vehicles. Restricting southbound traffic would greatly reduce this issue for several blocks both north and south of Fell Street. Residents who live on Scott between Oak and Fell would have to approach their homes from the south when driving, but would still have access to their driveways and would be able to exit the block to either the north or south. The design would allow emergency vehicles to access this block from Fell Street in emergency situation.



If you walk through the intersection of Scott and Fell...

With the proposed traffic diverter, the distance to cross the southern leg of the intersection will be shortened and the conflict with cars turning left from Fell Street onto Scott will be removed. A pedestrian wanting to cross either Scott Street or Fell Street will now be much more visible to drivers and people riding bicycles, including those turning from Scott onto Fell.



If you park on Scott Street between Oak and Fell...

With the proposed traffic diverter, drivers would still be able to park on both sides of Scott Street on the block between Oak and Fell with a U-turn required to reach parking spaces on the west side of the street. The traffic diverter would not remove any parking spaces from Scott Street, though bulb-outs at other locations in the project area will each remove 0-3 parking spaces.



If you bike on Scott Street...

Biking on Scott Street in the southbound direction will be significantly calmer, with fewer automobiles to share the road with. In the northbound direction, the bike lane will be maintained and colored green, further signaling to drivers where to expect bicycles. In addition, improvements to traffic signals and the existing bike box at Oak Street will improve the safety and comfort of riding on Scott.



If you drive on Scott Street...

Scott Street will no longer be a convenient route for driving in the southbound direction. For drivers with destinations within the Alamo Square or Lower Haight neighborhoods, either Divisadero or parallel neighborhood residential streets could be used. For drivers currently using Scott Street for longer stretches, Divisadero will be improved to make it the preferred route through the area. Driving north on Scott Street would not be restricted under the proposal, though raised crosswalks and speed humps will be added.



If you live on a parallel residential street...

Because of improvements the SFMTA will be making to Divisadero in conjunction with this project, neighborhood streets such as Steiner, Pierce and Broderick would not be expected to experience noticeable changes in automobile traffic – in fact, some cross-town traffic on these streets may switch to Divisadero as well. Nevertheless, the SFMTA will be evaluating traffic volumes in the project area after implementation and if conditions worsen on parallel neighborhood streets, additional measures could be considered.

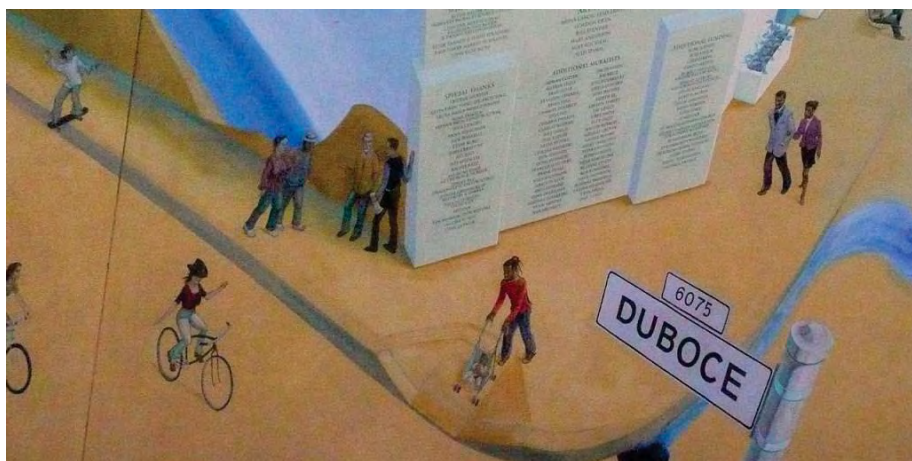


If you ride Muni on Divisadero...

Changing the traffic signals on Divisadero Street will ensure that the increase in the number of cars using Divisadero will not slow down the 24-Divisadero, and could even improve Muni service in some stretches.

Route Identity and Wayfinding

The SFMTA added green-backed sharrows to the Wiggle in 2012 to help new cyclists navigate this confusing route. However, some intersections along the Wiggle could use some extra help organizing bicycle riders and letting them know how to follow the Wiggle!



Accessing the Duboce Bike Path

By spring of 2014, green sharrows will be used to guide cyclists between Market Street and the Duboce bicycle path (shown). A similar treatment will be designed for the intersection of Church and Duboce to show people riding bikes the safest way to enter and exit the bike path, both in terms of traffic conflicts and crossing the Muni tracks.

Walk Stops

Walk Stops is a community-led effort to create distinctive yet unified streetscapes that encourage walking and connect communities. We are working with Walk Stops to ensure that we take advantage of any opportunities to incorporate wayfinding into our designs.



Image: Walk Stops



Bicycle Guidance

Throughout the project area, green markings will continue to be used to help bicycle riders find their way through the Wiggle; in addition to the existing sharrows, the bicycle lane on Scott Street will be painted green. In addition, we will be improving the bicycle route signs and street signs to further highlight this route.

Stay involved with design details!

As we move into the design phase of the project, we will be considering different ways to incorporate neighborhood identity into the details of the implementation. Be sure to join the project email list if you are interested in future opportunities to weigh in!



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.sfstep.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)