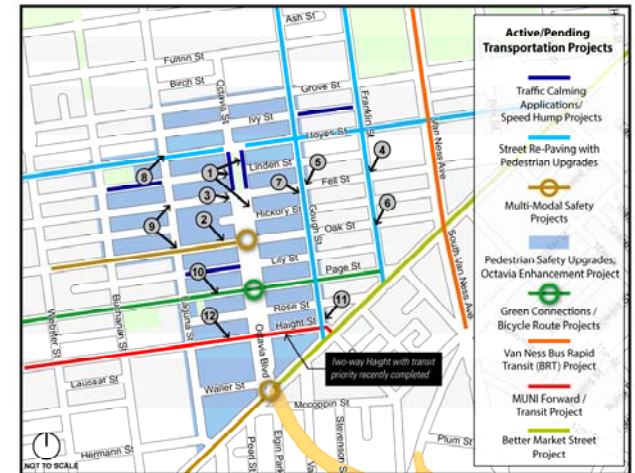


# Market/Octavia - Octavia Boulevard Enhancement Project



Hayes Valley Neighborhood Association  
Priority Projects Status Update - February 2015



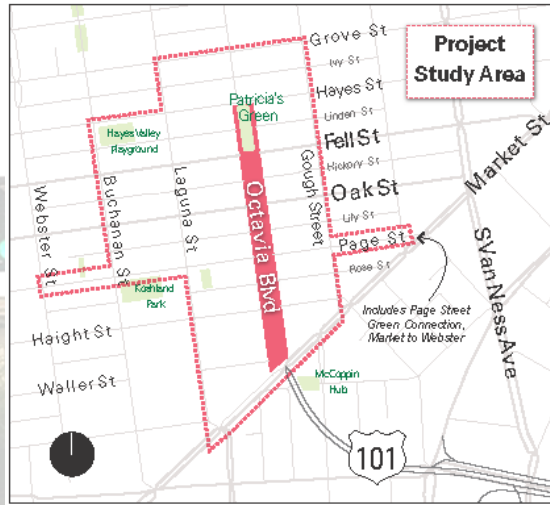
Status of HVNA Priority Projects

- |   |  |
|---|--|
| <p>① <b>Octavia Boulevard Local Access Roads</b><br/>SFMTA "Octavia Boulevard Enhancement Project" 2015 study &amp; outreach to develop design concepts</p> <p>② <b>Octavia / Oak Intersection</b><br/>Lane re-striping expected early '15, medians/bulbs currently in design, construction anticipated 2016</p> <p>③ <b>Octavia / Fell Intersection</b><br/>Signal timing recently adjusted, "Octavia Enhancement Project" study area</p> <p>④ <b>EB Fell Street at Franklin Street</b><br/>Crosswalk opened (Completed 2014)</p> <p>⑤ <b>WB Fell Street at Gough Street</b><br/>Opening crosswalk (2015)</p> <p>⑥ <b>NB Franklin at Oak Street</b><br/>No project pending (opening crosswalk not recommended)</p> | <p>⑦ <b>EB Fell Street at Gough Street</b><br/>Gough Street re-paving to include pedestrian lead interval (head-start), sidewalk bulbouts</p> <p>⑧ &amp; ⑨ <b>Laguna Street</b><br/>Pedestrian bulbouts proposed with Hayes repaving, currently in design at Fell/Oak intersections</p> <p>⑩ <b>Page Street</b><br/>Page Street Green Connection Project on hold, but local improvements to be studied in "Enhancement Project"</p> <p>⑪ <b>Gough Street btwn Page Street &amp; Market Street</b><br/>Pedestrian improvements built with two-way Haight St, additional bulbouts proposed with Gough St repaving</p> <p>⑫ <b>EB Haight Street at Octavia Boulevard</b><br/>Recent signal timing changes include five-second pedestrian head start, "Enhancement Project" study area</p> |
|---|--|

2/2015

Hayes Valley Neighborhood Association  
April 23, 2015





Preliminary  
Plans  
submitted

## Enhancement Project Goals

- ✓ Improve comfort & safety for all modes
- ✓ Support traffic calming and parcel development needs
- ✓ Data-driven assessment of Boulevard on 10<sup>th</sup> anniversary
- ✓ Broaden awareness/consensus for upcoming projects

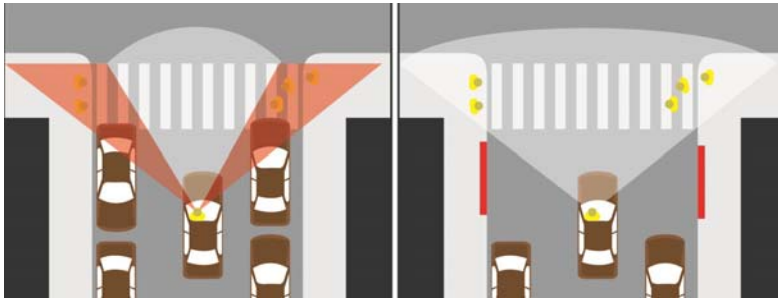


## Existing Issues

- ✓ Spillover congestion and backups
- ✓ Safety: collision hot-spots and perceived safety concerns
- ✓ Crosswalks & crossings
- ✓ Driver compliance / confusion
- ✓ Traffic speeds / requests for calming
- ✓ Frontage / local road opportunities
- ✓ Upcoming development & need to be proactive



## Project Components



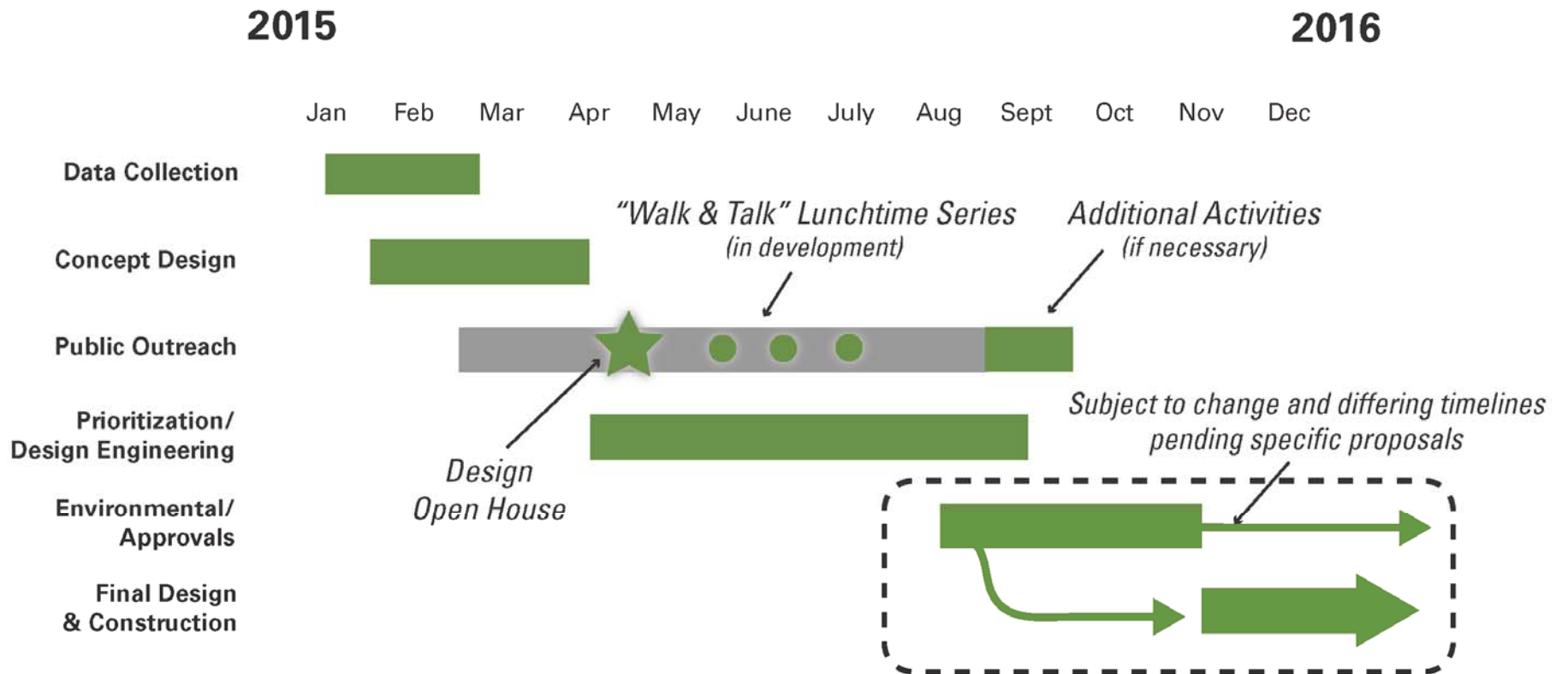
**Intersection “daylighting” and high visibility crosswalks are early implementation project components**

- ✓ Data collection & public outreach
- ✓ Safety spot improvements (includes crosswalks and “daylighting”)
- ✓ Oak/Octavia intersection project
- ✓ Page Street “Green Connection” planning and bike spot improvements
- ✓ Market/Octavia intersection
- ✓ NB local road design coordination
- ✓ Enhancement Project design & implementation (TBD)



## Project Schedule

Subject to Change



## 4/16 Open House



- ✓ Relaxed, fun, accessible, GREAT WEATHER!
- ✓ 100+ comments on range of ideas
- ✓ Good brainstorming of Patricia's Green concepts

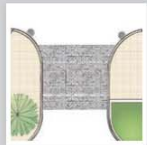


*“Octavia Boulevard is not perfect. It contains compromises in design, construction, and regulation. Most apparent is that the local access roads are too wide—for a through-lane next to a parking lane, they were made eighteen feet wide, rather than 16.5 feet. A narrower space would have contributed more to traffic calming. Also, the surface of the local access roads was finished in asphalt, whereas it should be some material that marks them as part of a pedestrian realm, such as concrete like the sidewalks or cobbled pavers to match the medians. This was proposed during schematic design, but never made it into construction—and ought to be corrected. At Market Street, the entry into the eastern side access road should be narrower and less inviting to discourage through-traffic from entering it.”*

**Elizabeth Macdonald, “Building the Boulevard” (2006)**



## Case by Case Additions



**01**  
Raised crossing  
— at side  
access lanes  
(5.1)



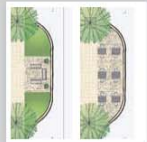
**02**  
High visibility  
crosswalks  
(5.1)



**03**  
Special crossing  
treatments  
(warning signs,  
beacons, etc.  
(5.1)



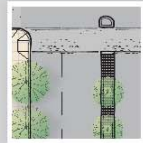
**04**  
Extended  
bulb-out  
(5.2)



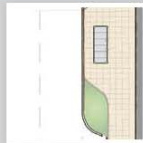
**05**  
Mid-block  
bulb-out  
(5.2)



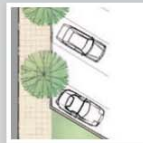
**06**  
Center  
median  
(5.4)



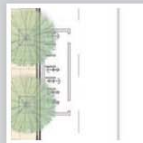
**07**  
Pedestrian  
refuge island  
(5.4)



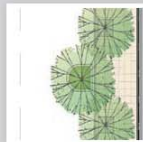
**08**  
Transit  
boarding  
island at side  
medians (5.5)



**09**  
Perpendicular  
or angle  
parking (5.6)



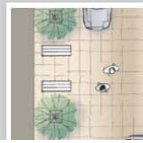
**10**  
Flexible use of  
parking lane  
(5.6)



**11**  
Parking lane  
planters  
(5.6)



**12**  
Sidewalk  
pocket park  
(5.8)



**13**  
Shared public  
way - at side  
access lanes  
(5.8)





## Northbound Local Road – Existing Conditions



## Parcels L,M,R,S,T

- 130 housing units
- 9,340 square feet of retail
- 13 parking spaces
- ~100 bike parking spaces



- Completed Affordable Housing
- Future Affordable Housing
- Purchased Market Rate Housing
- Future Market Rate Housing
- Open Spaces

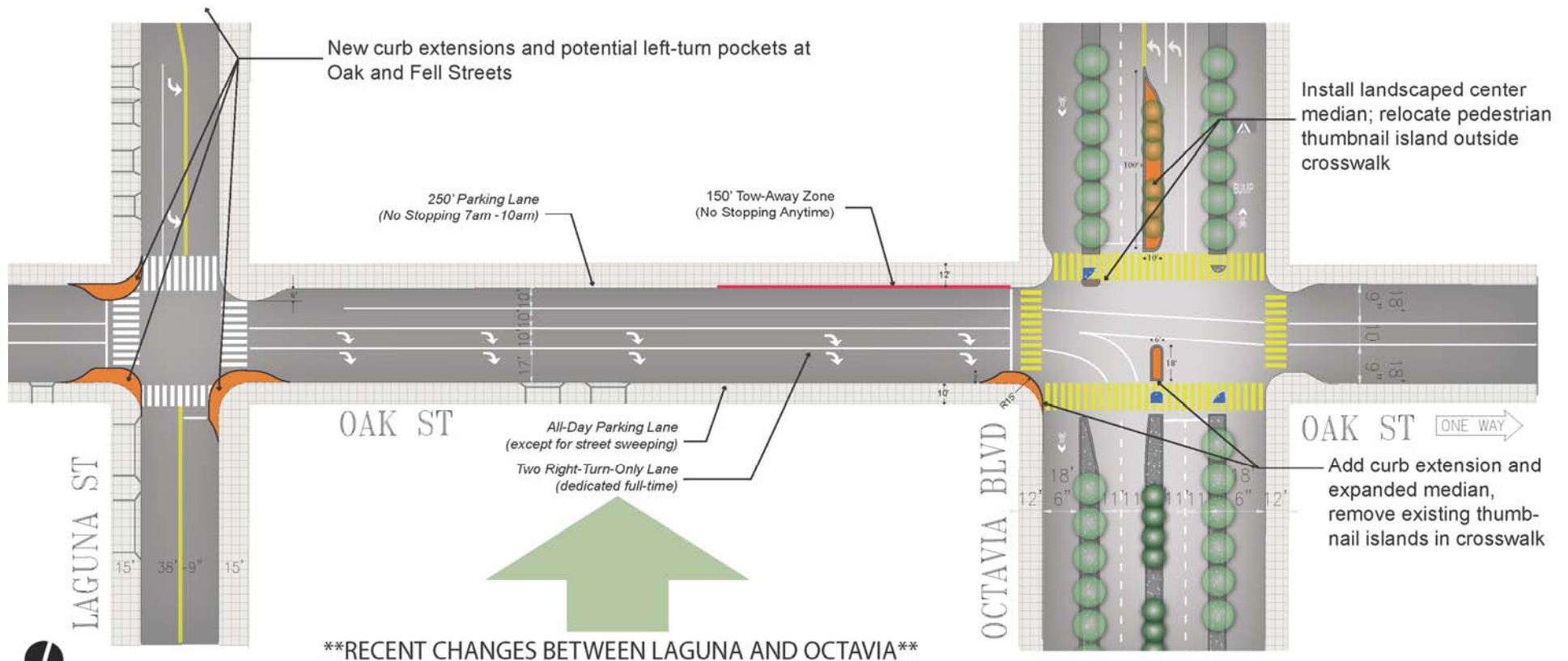
Parcel R rendering – Macy  
Architecture, Build, Inc.



## Considerations

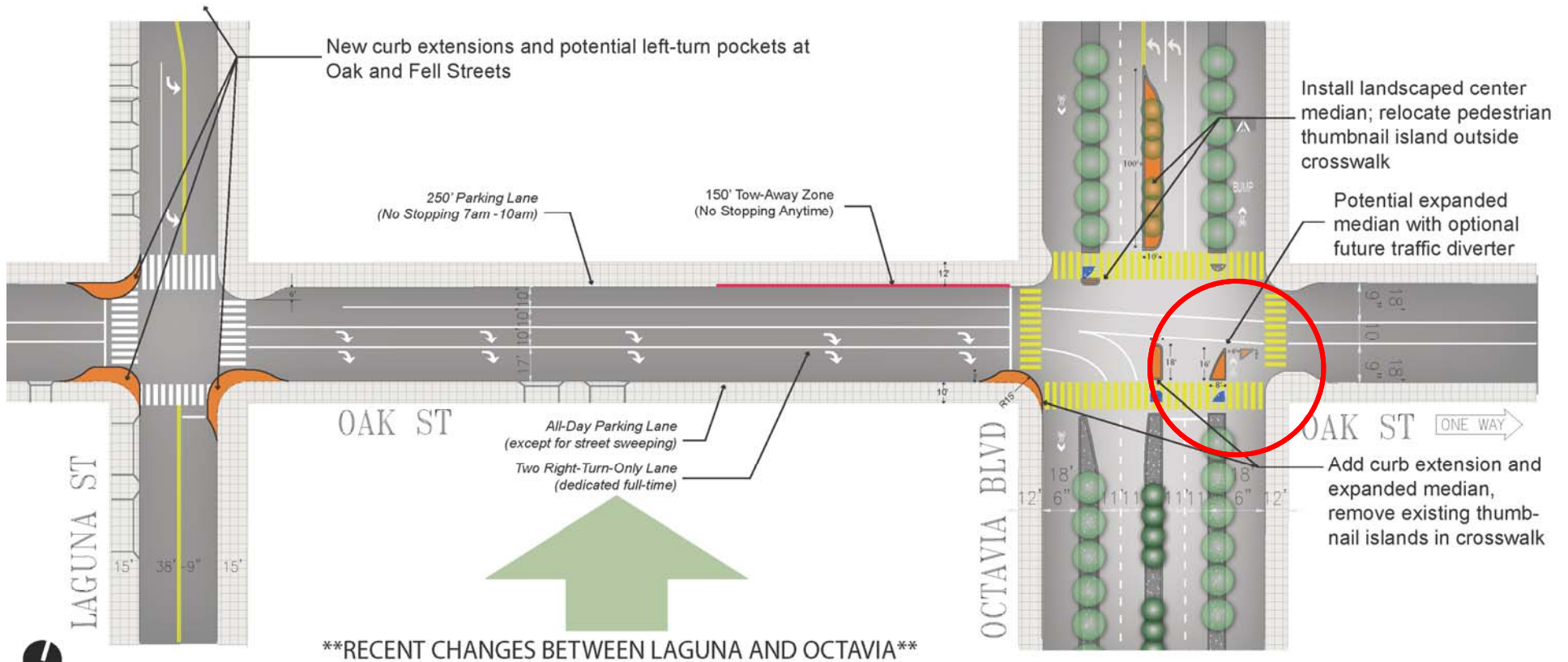


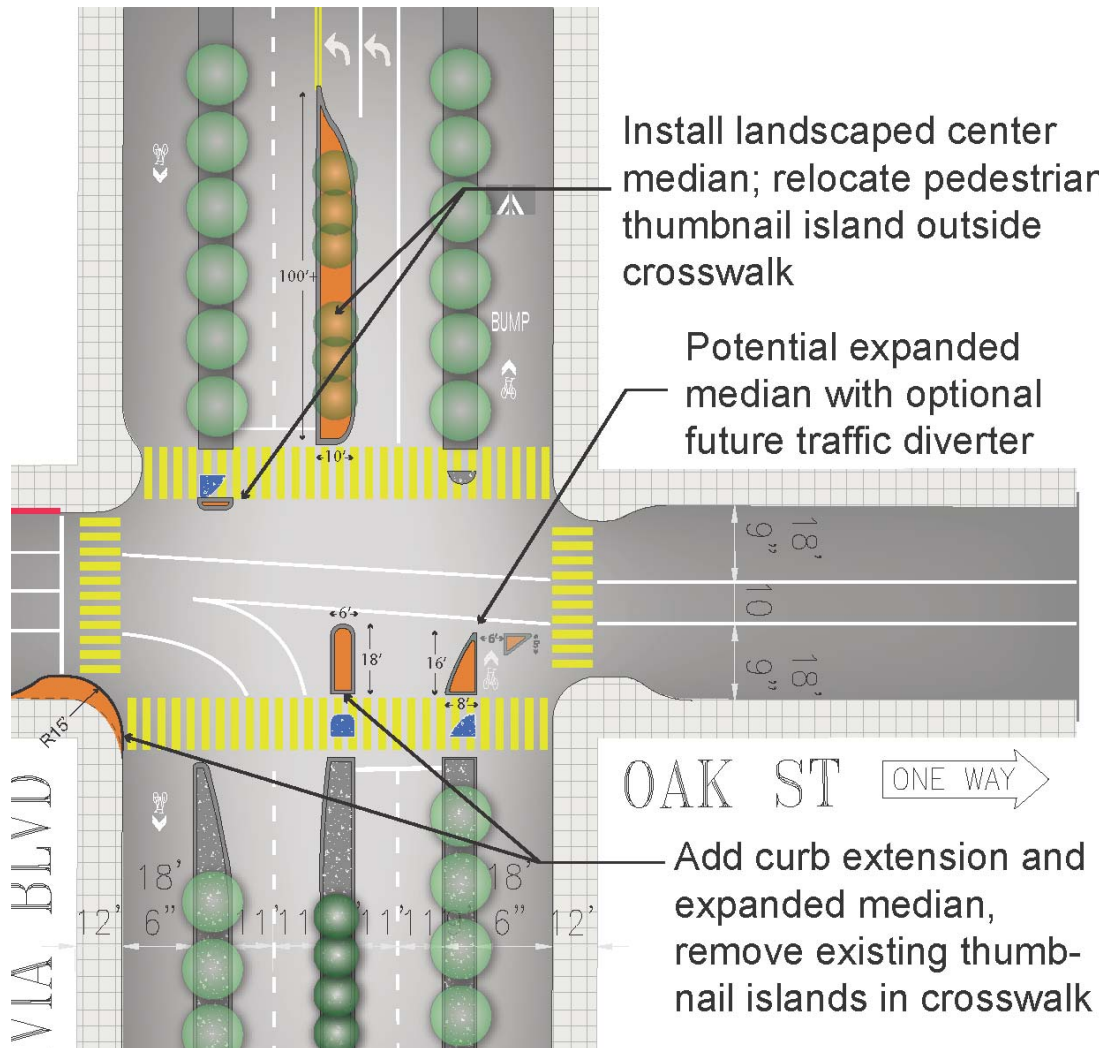
# Oak/Octavia Project





# Oak/Octavia Project

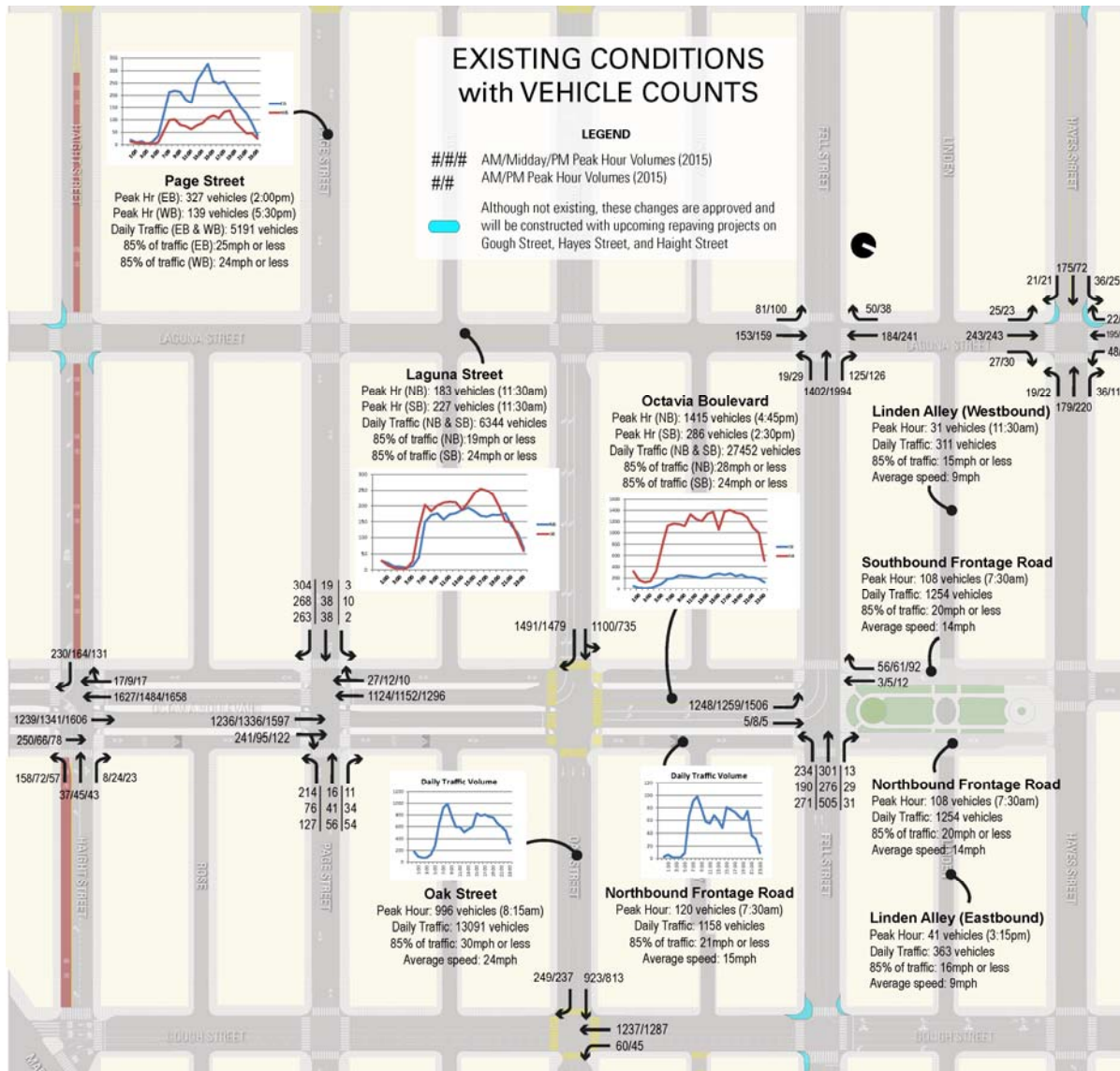




## Oak/Octavia Summary

- Draft design also includes Laguna bulbs at Oak/Fell
- No changes to local road(s) with current proposal
- May 15<sup>th</sup> public hearing to legislate changes
- 2016 final design/construction





## 2015\* Count Data – Vehicles

NB local road:  
 Approx. 1200 vehicles per day (vpd), most traveling at 20mph or less

Oak Street between Gough and Octavia:  
 13,000 vpd, 30mph

Laguna Street:  
 Approx. 6.5k vehicles per day, speeds within 25mph limit

\*Oak/Octavia data from 2013



## 2015 Count Data – Walking and Biking

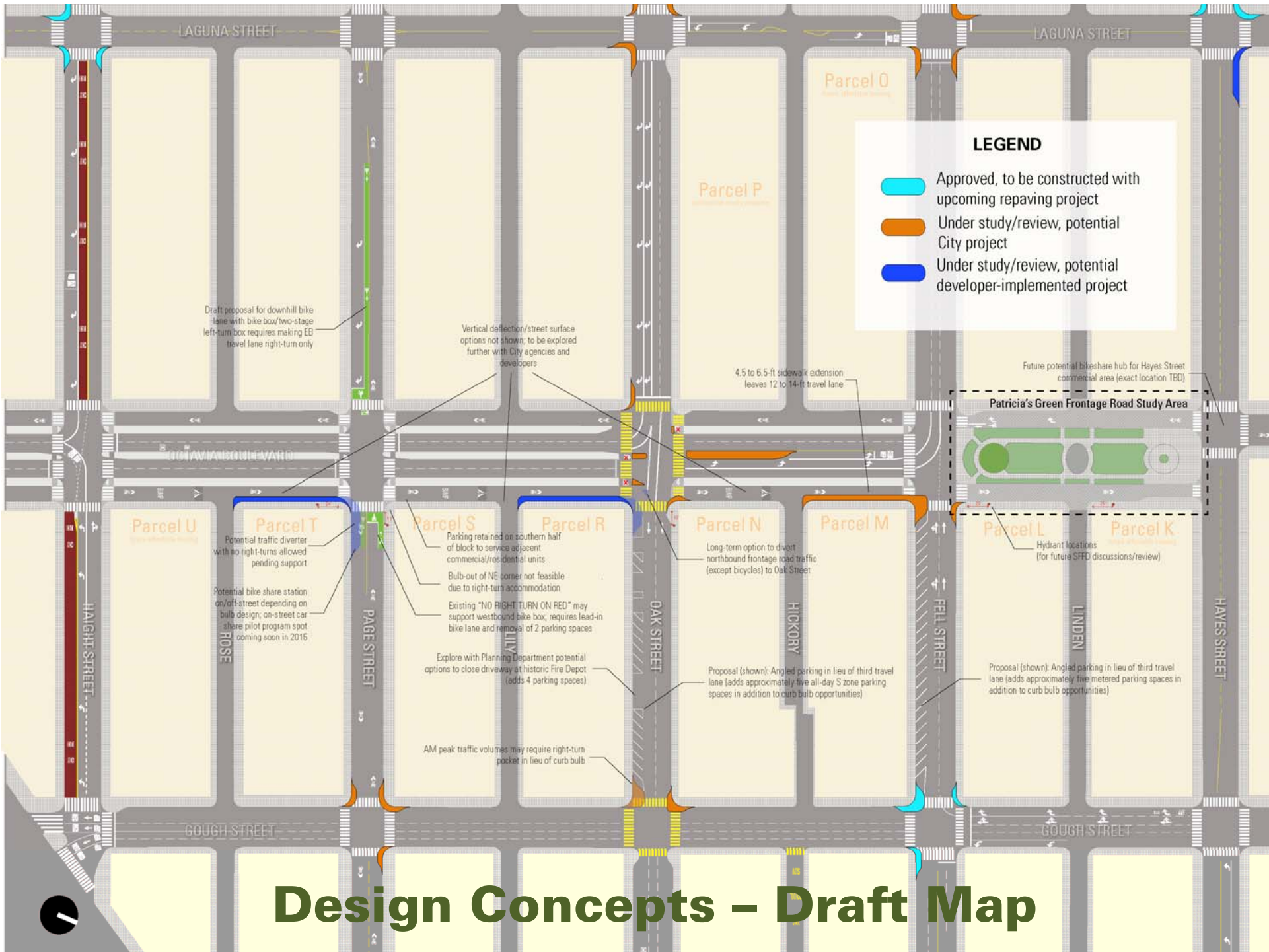
NB local road:  
Moderate peak period volumes

Hayes Street:  
Heavier volumes, peaking midday and evening

Page Street:  
305 inbound AM peak hour cyclists (rivals Market St)

Gough Street:  
Heavier volumes comparable to Hayes Street





**LEGEND**

- █ Approved, to be constructed with upcoming repaving project
- █ Under study/review, potential City project
- █ Under study/review, potential developer-implemented project

Draft proposal for downhill bike lane with bike box/two-stage left-turn box requires making EB travel lane right-turn only

Vertical deflection/street surface options not shown, to be explored further with City agencies and developers

4.5 to 6.5-ft sidewalk extension leaves 12 to 14-ft travel lane

Future potential bikeshare hub for Hayes Street commercial area (exact location TBD)

**Patricia's Green Frontage Road Study Area**

Parcel U  
*(Under developer review)*

Parcel T  
*(Under developer review)*

Parcel S  
*(Under developer review)*

Parcel R  
*(Under developer review)*

Parcel N  
*(Under developer review)*

Parcel M  
*(Under developer review)*

Parcel L  
*(Under developer review)*

Parcel K  
*(Under developer review)*

Potential traffic diverter with no right-turns allowed pending support

Potential bike share station on/off-street depending on bulb design; on-street car share pilot program spot coming soon in 2015

Parking retained on southern half of block to service adjacent commercial/residential units  
Bulb-out of NE corner not feasible due to right-turn accommodation  
Existing "NO RIGHT TURN ON RED" may support westbound bike box, requires lead-in bike lane and removal of 2 parking spaces

Explore with Planning Department potential options to close driveway at historic Fire Depot (adds 4 parking spaces)

AM peak traffic volumes may require right-turn pocket in lieu of curb bulb

Long-term option to divert northbound frontage road traffic (except bicycles) to Oak Street

Proposal (shown): Angled parking in lieu of third travel lane (adds approximately five all-day S zone parking spaces in addition to curb bulb opportunities)

Proposal (shown): Angled parking in lieu of third travel lane (adds approximately five metered parking spaces in addition to curb bulb opportunities)

Hydrant locations (for future SFD discussions/review)

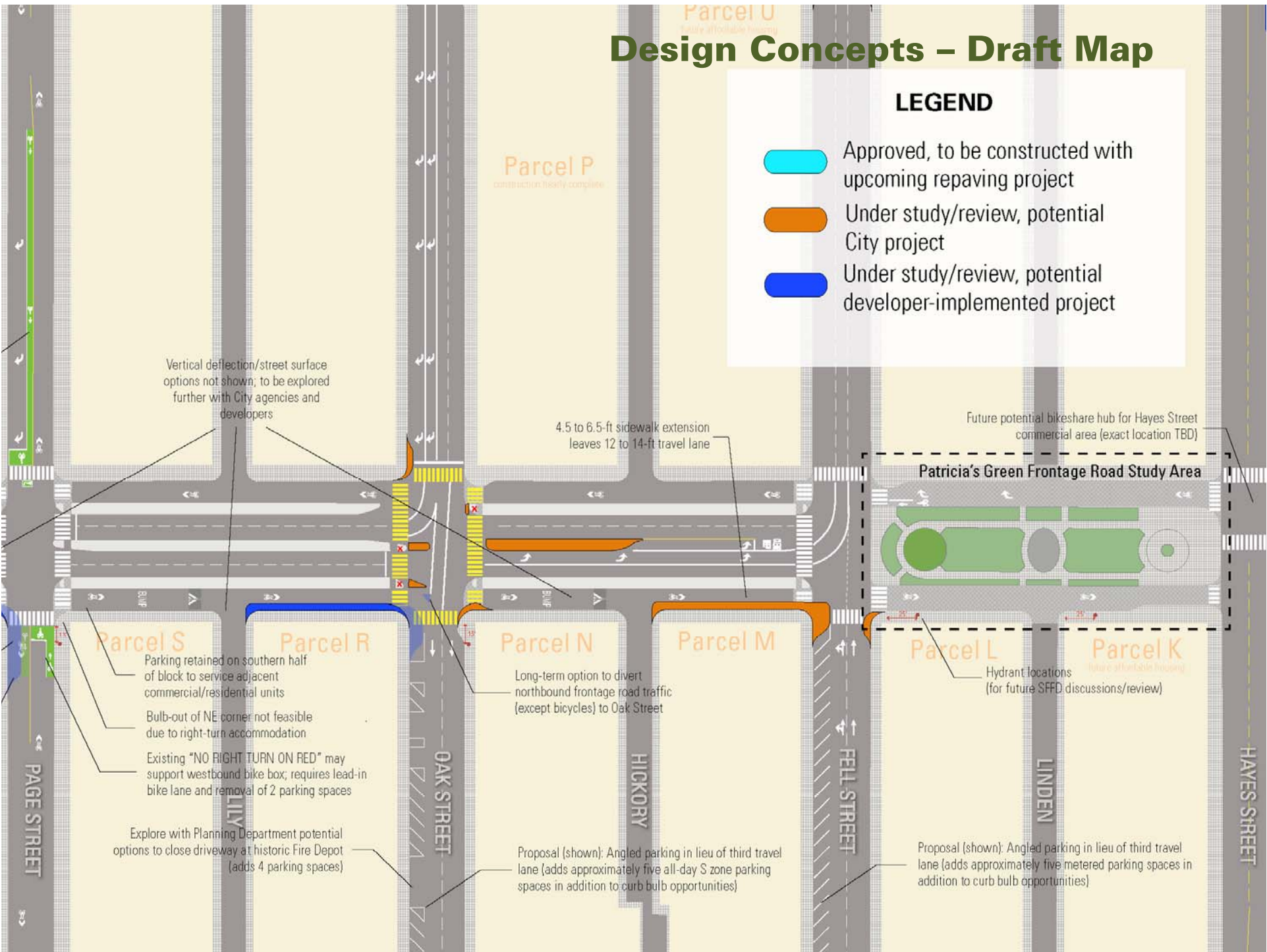
**Design Concepts – Draft Map**



# Design Concepts – Draft Map

## LEGEND

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PAGE STREET

LILLY

OAK STREET

HICKORY

HELL STREET

LINDEN

HAYES STREET

Parcel S

Parcel R

Parcel N

Parcel M

Parcel L

Parcel K

Parcel P  
construction nearly complete

Parcel U  
future affordable housing

future affordable housing









## Goals

- Multi-Modal Safety & Compliance
- Transition from Hwy
- Sense of Place

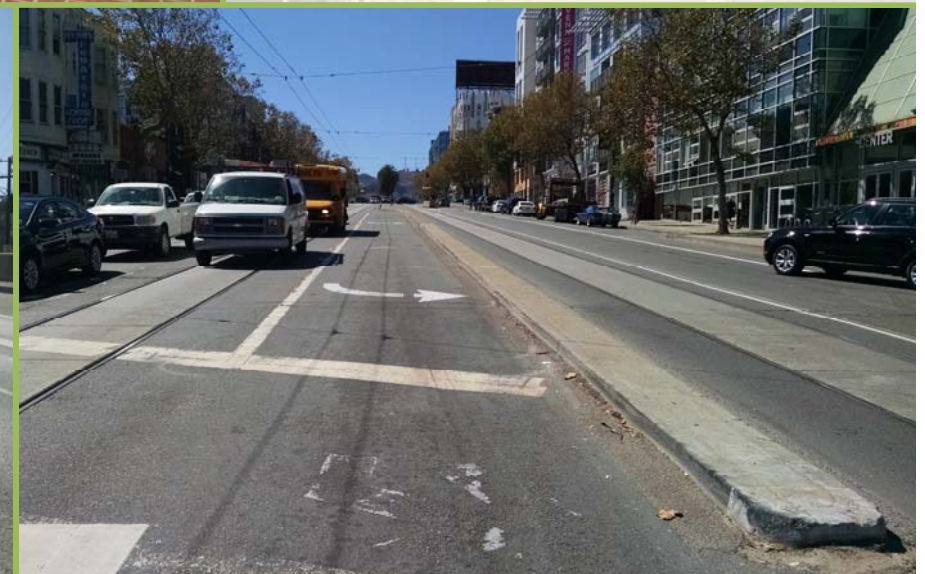
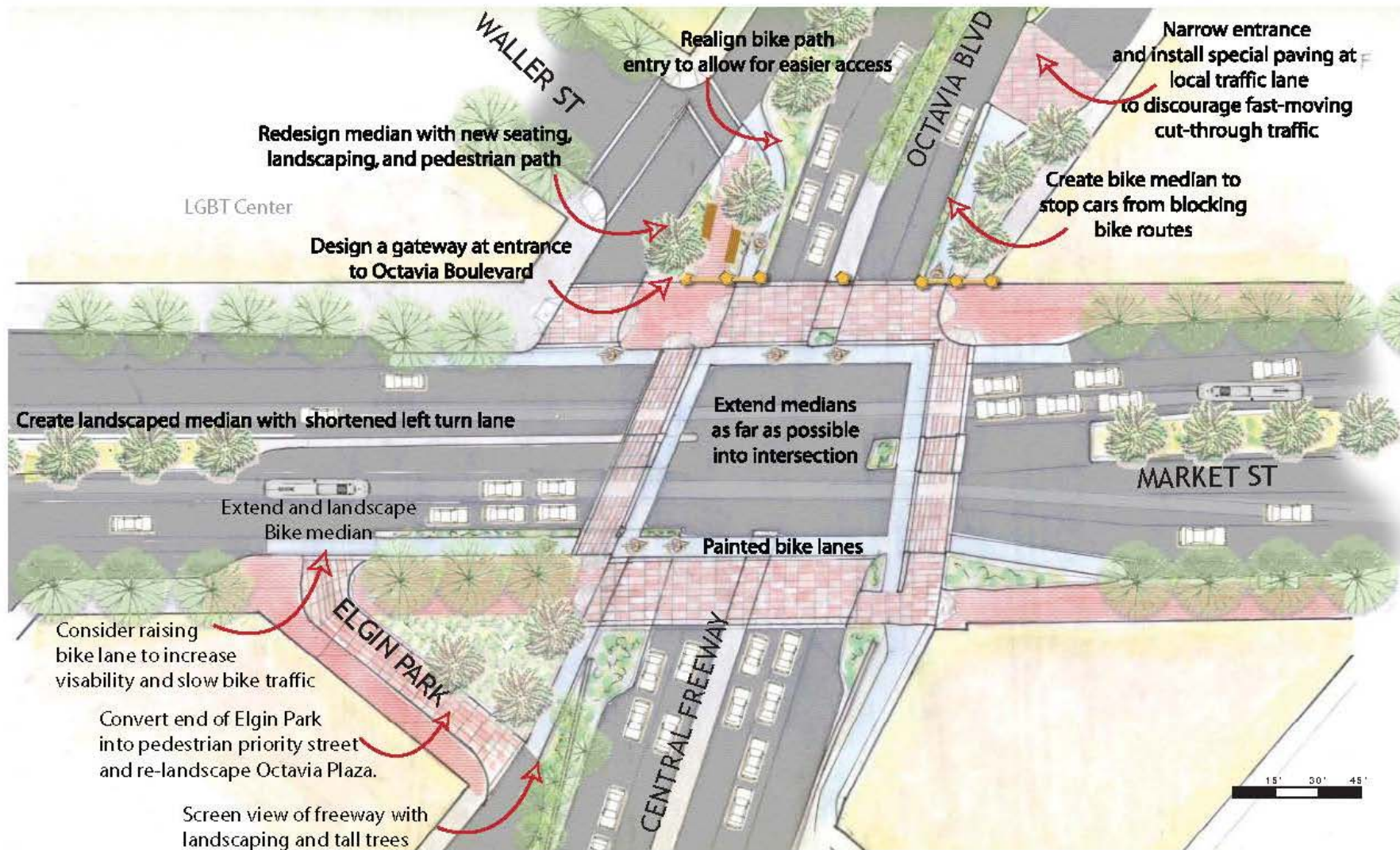
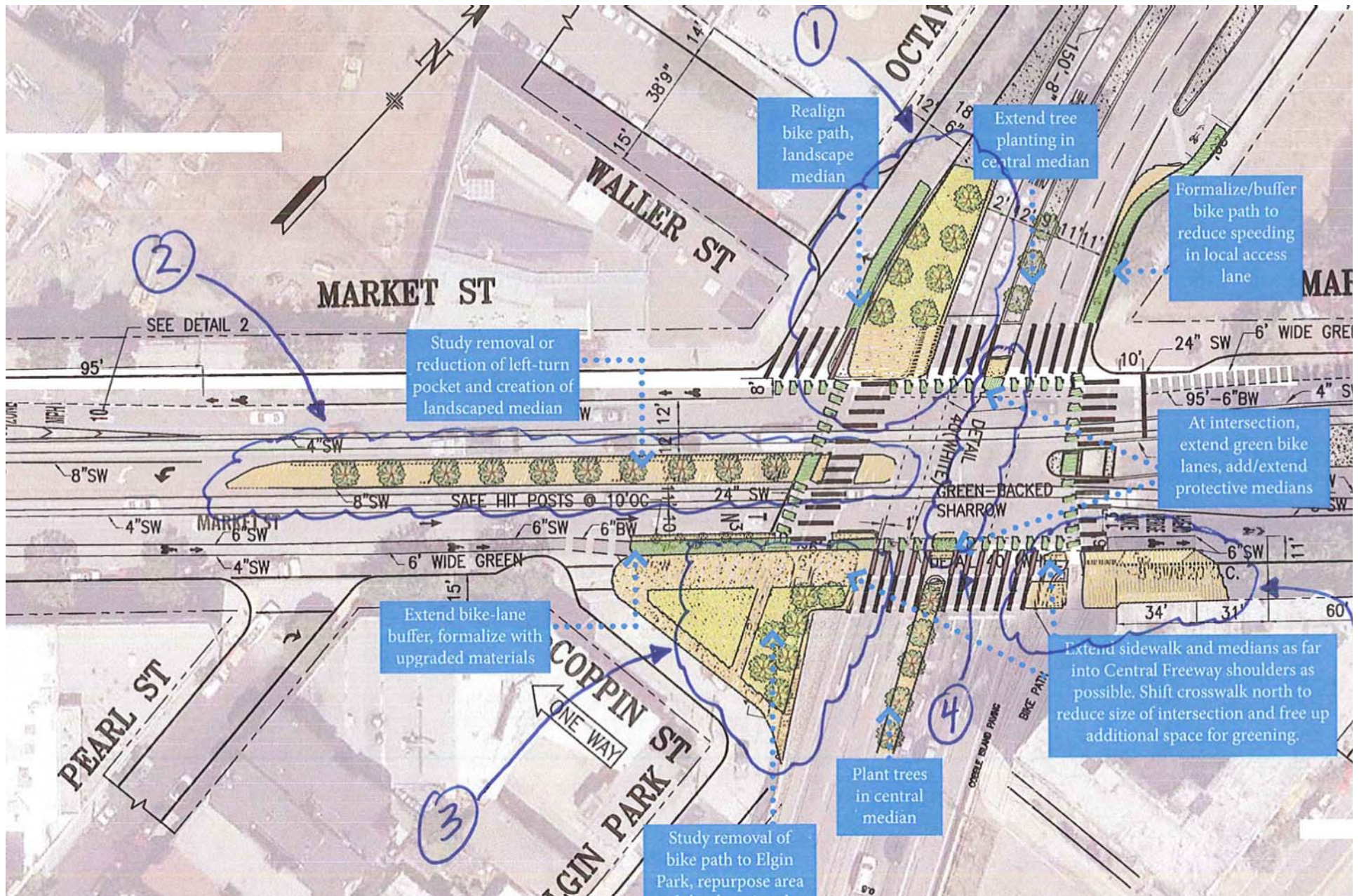




FIGURE 4.13B EXISTING MARKET STREET INTERSECTION AT OCTAVIA BOULEVARD





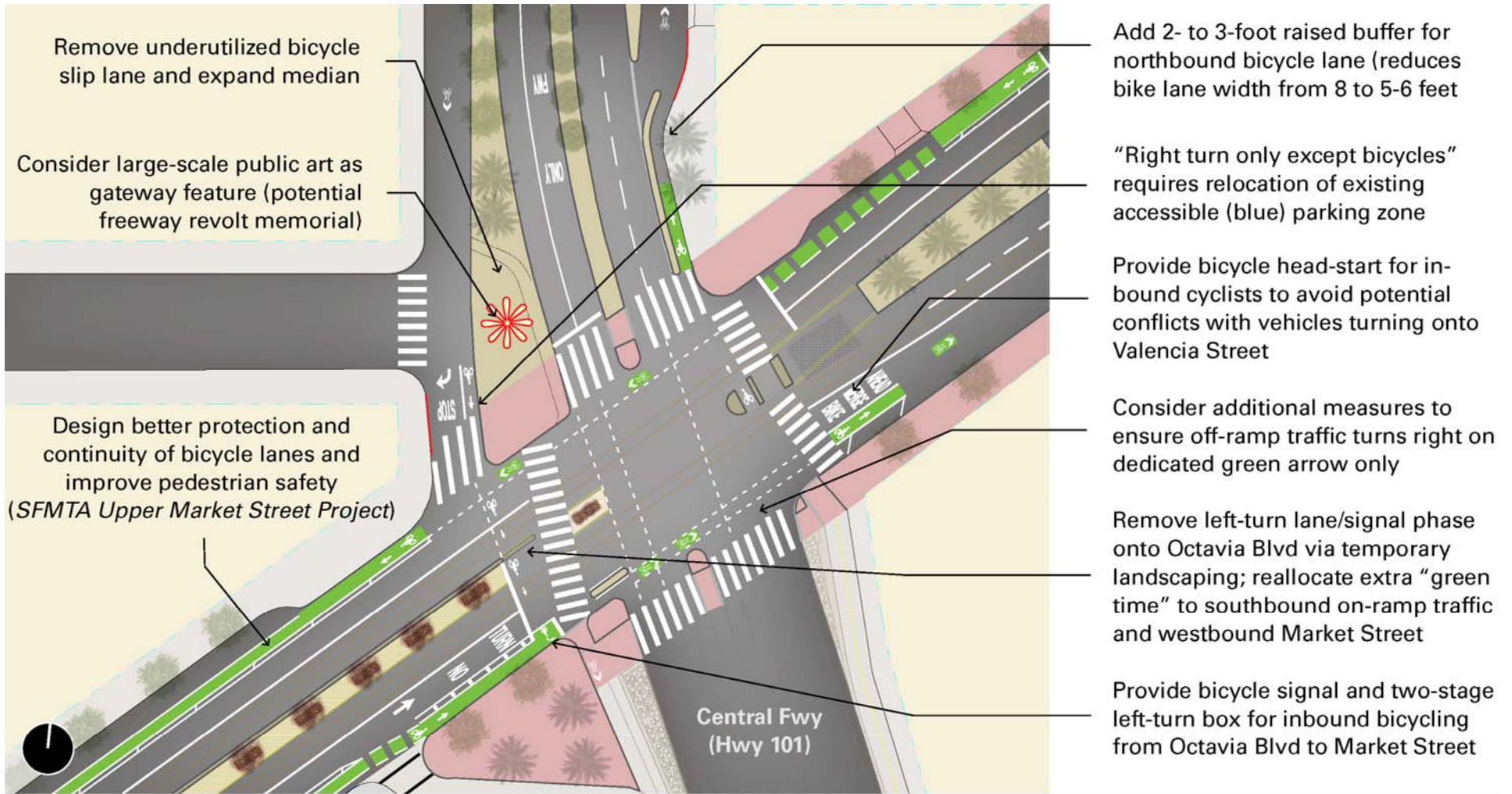






## Issues

- Need for compatibility with Better Market Street preferred alternative (in environmental phase) = delay
- Upper Market Street bicycle/pedestrian improvements coordination (in design)
- Landscaping emphasis: maintenance questions & concerns
- Strong desire for investment despite these issues



April 2015

Subject to Revision

Project Contact: Casey Hildreth, [casey.hildreth@sfmta.com](mailto:casey.hildreth@sfmta.com)





## Next Steps

- Upload materials and open house summary to website
- Implement intersection daylighting at select locations
- Prepare traffic model for lane reduction / removal and turn concept proposals
- ✓ Further refine Patricia's Green & Page Street alternatives
- ✓ Ongoing coordination with Planning, developers, other City agencies re regarding northbound frontage road design
- ✓ Schedule and conduct "Walk and Talk" series
- ✓ Consider testing of diversion/closure concepts in fall 2015



Thank You

Casey Hildreth, SFMTA  
[Casey.hildreth@sfmta.com](mailto:Casey.hildreth@sfmta.com)  
(415) 701-4817  
[www.sfmta.com/octavia](http://www.sfmta.com/octavia)