Hayes Valley Neighborhood Association

Market/Octavia - Octavia Boulevard Enhancement Project

Hayes Valley Neighborhood Association
April 23, 2015
Enhancement Project Goals

- Improve comfort & safety for all modes
- Support traffic calming and parcel development needs
- Data-driven assessment of Boulevard on 10th 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

- 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)

Intersection “daylighting” and high visibility crosswalks are early implementation project components
Octavia Boulevard Enhancement Project

Project Schedule
Subject to Change

2015

Data Collection
Concept Design
Public Outreach
Prioritization/Design Engineering
Environmental/Approvals
Final Design & Construction

2016

“Walk & Talk” Lunchtime Series (in development)
Additional Activities (if necessary)
Design Open House
Subject to change and differing timelines pending specific proposals
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.”

Boulevard Street Type – Better Streets Plan

Case by Case Additions

01 Raised crossing — at grade (5.1)

02 High visibility crosswalk (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 median (5.5)

09 Perpendicular or angled parking (5.6)

10 Reallocable use of parking lane (5.6)

11 Parking lanes (5.6)

12 Sidewalk pocket park (5.8)

13 Shared public way — at grade access lanes (5.8)
Northbound Local Road – Existing Conditions

Effective Width: 10’-11.5’

Mountable Width: 4’

Curb-to-Curb Width: 18.5’

Block length from alley to street: ~130’
Octavia Boulevard Enhancement Project

Parcels L,M,R,S,T

- 130 housing units
- 9,340 square feet of retail
- 13 parking spaces
- ~100 bike parking spaces
Considerations
New curb extensions and potential left-turn pockets at Oak and Fell Streets

250' Parking Lane (No Stopping 7am-10am)

150' Tow-Away Zone (No Stopping Anytime)

Install landscaped center median; relocate pedestrian thumbnail island outside crosswalk

Add curb extension and expanded median, remove existing thumbnail islands in crosswalk

**RECENT CHANGES BETWEEN LAGUNA AND OCTAVIA**
Octavia Boulevard Enhancement Project

Oak/Octavia Project

New curb extensions and potential left-turn pockets at Oak and Fell Streets

250’ Parking Lane (No Stopping From - 10am)

150’ Tow-Away Zone (No Stopping Anytime)

Install landscaped center median; relocate pedestrian thumbnail island outside crosswalk

Potential expanded median with optional future traffic diverter

Add curb extension and expanded median, remove existing thumbnail islands in crosswalk

**RECENT CHANGES BETWEEN LAGUNA AND OCTAVIA**

April 2019

Subject to Revision

SFMTA.COM/OCTAVIA

Octavia Boulevard Enhancement Project - Oak/Octavia and Laguna at Oak/Fell Safety Improvements

SFMTA Municipal Transportation Agency
Oak/Octavia Summary

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

**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
Design Concepts – Draft Map
Potential Testing with Temporary Treatments
Goals

- Multi-Modal Safety & Compliance
- Transition from Hwy
- Sense of Place
Market at Octavia – Original Concept (Upper Market Plan)

**FIGURE 4.13B EXISTING MARKET STREET INTERSECTION AT OCTAVIA BOULEVARD**

- **WALLER ST**: Realign bike path entry to allow for easier access.
- **OCTAVIA BLVD**: Narrow entrance and install special paving at local traffic lane to discourage fast-moving cut-through traffic.
- **Create bike median to stop cars from blocking bike routes**.
- **Redesign median with new seating, landscaping, and pedestrian path**.
- **Design a gateway at entrance to Octavia Boulevard**.
- **Create landscaped median with shortened left turn lane**.
- **Painted bike lanes**.
- **Extend and landscape bike median**.
- **Consider raising bike lane to increase visibility and slow bike traffic**.
- **Screen view of freeway with landscaping and tall trees**.
- **Extend medians as far as possible into intersection**.
- **Convert end of Elgin Park into pedestrian priority street and re-landscape Octavia Plaza**.
Market at Octavia – Alternative Design Approach

- Realign bike path, landscape median
- Extend tree planting in central median
- Formalize buffer bike path to reduce speeding in local access lane
- At intersection, extend green bike lanes, add/extend protective medians
- Extend sidewalk and medians as far into Central Freeway shoulders as possible. Shift crosswalk north to reduce size of intersection and free up additional space for greening.
- Study removal of bike path to Elgin Park, repurpose area
- Study removal or reduction of left-turn pocket and creation of landscaped median
- Extend bike-lane buffer, formalize with upgraded materials
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
Market at Octavia – Current Design Approach

- Remove underutilized bicycle slip lane and expand median
- Consider large-scale public art as gateway feature (potential freeway revolt memorial)
- Design better protection and continuity of bicycle lanes and improve pedestrian safety (*SFMTA Upper Market Street Project*)
- Add 2- to 3-foot raised buffer for northbound bicycle lane (reduces bike lane width from 8 to 5-6 feet)
- “Right turn only except bicycles” requires relocation of existing accessible (blue) parking zone
- Provide bicycle head-start for in-bound cyclists to avoid potential conflicts with vehicles turning onto Valencia Street
- Consider additional measures to ensure off-ramp traffic turns right on dedicated green arrow only
- Remove left-turn lane/signal phase onto Octavia Blvd via temporary landscaping; reallocate extra “green time” to southbound on-ramp traffic and westbound Market Street
- Provide bicycle signal and two-stage left-turn box for inbound bicycling from Octavia Blvd to Market Street

Octavia Boulevard Enhancement Project - Market Street at Octavia Boulevard

April 2015

Subject to Revision

Project Contact: Casey Hildreth, casey.hildreth@sfmta.com
Market at Octavia – Current Design Approach

Market Street at Octavia Boulevard / Central Freeway
Interim Improvements Plan (Draft)

Refine bike slot / plaza re-design concept
Add median buffer to NB bike lane
Add bicycle signals / additional bicycle lane markings
No major changes to south side until Better Market Street preferred alternative is selected
Close left-turn lane, install temporary landscaping; re-allocate green time to Market Street for pedestrian/bicycle headstart phases, extended westbound green time

Octavia Boulevard Enhancement Project

Feb 2015
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 regarding northbound frontage road design
- Schedule and conduct “Walk and Talk” series
- Consider testing of diversion/closure concepts in fall 2015
Thank You

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