Market/Octavia - Transportation Projects Update

Project Study Area

Includes Page Street Green Connection, Market to Webster
`Quick and Effective’ Phase essentially complete, including crosswalk upgrades, daylighting, Page/Octavia Spot Improvement

`Follow the Paving’:
Hayes @ Laguna/Buchanan ped bulbs: 2017 construction
‘Quick and Effective’ safety treatments phase essentially complete, including Page/Octavia

‘Follow the Paving’: Hayes @ Laguna/ Buchanan ped bulbs: 2016/17 construction

Oak-Octavia-Laguna Safety Improvements: 100% design; AHSC grant win with Parcel O ($500k); out to bid soon, construction mid-2017
Oak-Octavia-Laguna Safety Improvements

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

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**

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

- Oak & Fell Road Diet:
  - Oak Street dropped from further consideration
  - Fell Street in environmental review, seeking approval as a trial project (test impacts)
- **Fell Road Diet** in enviro review, potential spring 2017 implementation as trial project

- **Blvd Enhancement**: NB local road streetscape project
  - Streetscape concept designs in development
  - Early 2017 public meeting planned to review alternatives, $ estimates
  - Resolving ongoing maintenance concerns will inform design process
Project Objectives:

- Sidewalk / Pedestrian Zone extensions (shared space)
- Traffic Calming through urban design
- Green Infrastructure
- Bicycle Boulevard performance
- Fell Road Diet in enviro review, potential spring 2017 implementation as trial project

- Blvd Enhancement: NB local road streetscape project,

- Market-Octavia Safety Project: Promoting draft preferred alternative design
**Market-Octavia Safety Project**
(Now Part of Upper Market Safety Project)

1. Herman Street converted to one-way outbound with angled parking (adds a proxy 540 spaces); allows large bulbout adjacent to new affordable senior housing / café

2. Add accessible pedestrian refuge islands to existing crosswalks; upgrade existing painted center divider with pavers (maintain access for emergency response)

3. Add new protected left-turn signal phase for Market Street left-turns to Guerrero and Laguna streets

4. Bulbout Guerrero Street intersection by combining left-turn through lanes (removes 3 moto spaces); consider continuation of Guerrero landscaped center median & additional London Plane trees

5. Realign crosswalk with Guerrero Street bulbout; extend & widen transit boarding island; update signal pole design

6. Remove existing bulbout to allow protected bike lane with widened transit boarding island (no impacts to existing trees); tighten corner to improve Laguna Street crossing

7. Implement parking protected bike lane midblock (removes five metered spaces); maintain & enhance passenger loading

8. Implement eastbound parking protected bike lane with modified Pearl Street approach (maintains parking supply)

9. Add large new median island for protected bikeway at approach to Central Pwy (requires removal of bulbout and narrowing of plaza at McConkie Street); update signal design and relocate red-light camera

10. Improve touchdown of Central Pwy ramp with more accessible crosswalks; bulbout at McConkie Hub path; add bike signal with ‘head start’ for people biking inbound across Octavia Street (reduces potential conflicts at Valencia Street)

11. Replace Market Street left-turn lane with landscaped center median; reallocate green time from turn phase to outbound Market Street; add pedestrian refuge island

12. Revise southbound bike crossing with lead-in bike lane, bike signal, and two-stage turn box (requires relocation of existing blue zone on Octavia local road)

13. Fill-in existing bike channel to expand plaza and reduce crossing distance of Octavia Boulevard; facilitate potential future art installation by others

14. Add physical protection (buffer island) to northbound bike lane on Octavia local road (narrowing existing bike lane); enhance accessibility of Market Street crosswalk and consider extinguishable “No Right Turn on Red” sign for drivers turning right from Central Pwy; add bike box for outbound Market Street

**LEGEND**
- Low Pressure Fire Hydrant
- High Pressure Fire Hydrant
- Existing Curb Line
- Safe Hit Posts
- New Sidewalk / Median

**Market-Octavia Safety Project - Draft Design Proposal**
Inbound & Outbound Protected Bikeways with Landscaped Center Median; One-Way Hermann Street
www.sfmta.com/octavia

October 2016  
DRAFT - Subject to Revision
- Current project budget of ~$7M, with cost estimate to be updated at 30% design
- Goal of legislation at MTA Board in February 2017
- Currently under review by Fire Department
- Near-term parking-protected bike lane, Hermann Street changes by May 2017 (goal)
- 2019 construction start (estimated)
Project Objectives:

- Improve pedestrian and bicycle safety & comfort
- Reduce the overall amount and speed of traffic
- Identify green stormwater infrastructure options
- Consistency with Lower Haight Public Realm Plan
Concept 1 (Shown): Midblock speed hump and pedestrian islands with potential landscaping pending maintenance agreement(s); supports school crossing and calming downhill vehicle / bike traffic (removes 3-4 parking spaces)

Potential pedestrian bulbout / rain garden (replaces existing bike corral, which could be relocated or converted to sidewalk racks)

Potential eastbound traffic diverter at Webster to manage vehicle volumes, improve pedestrian crossing
(Note: Diverter still allows 'release valve' access to Octavia via Buchanan and Laguna streets when necessary)

Extend center-running bike lane from Laguna to Buchanan St
(Consider whether or not to prohibit eastbound vehicle left-turns for safety)

OPTIONS FOR FURTHER STUDY AT BUCHANAN:

Pedestrian bulbout / rain garden opportunities at Buchanan St (alternative to traffic islands)

Raised crosswalk(s) or raised intersection in lieu of speed humps on Page Street

Draft Proposal
Page Street Green Connection (Market to Webster)

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Raised crosswalk(s) or raised intersection in lieu of speed humps on Page Street

Draft Proposal
- Requested by school, but on hold due to SFFD concerns

- $500k earmarked for Koshland Park Access Improvements
- Bikeshare Phase 2 station proposed half block to south
Maintain existing lead-in bike lane with bike box, or consider bulbout with adjacent development; modify thumbnail islands for improved accessibility.

Bulbouts (sidewalk extensions) to shorten crossing distances, improve pedestrian visibility, and create potential for landscaped raingarden(s) pending further analysis and maintenance agreement(s).

SFMTA exploring lead-in bike lane with bike box in near-term (no parking or circulation impacts); longer-term potential for additional changes with Better Market Street Project.

Explore sidewalk infill tree-planting options with Public Works and adjacent property owners/tenants.

Draft Proposal
Bike lane extension in design, target approval/ construction spring 2017

Traffic diverter at Webster: trial proposal in development for testing spring 2017

Green infrastructure feasibility (underway)

Final public workshop, with focus on Buchanan and Koshland options TBD
Website and email update coming early December

www.sfmta.com/octavia