Octavia Boulevard Enhancement Project(s)
Status Update

Market Octavia CAC
October 16, 2017
Octavia Local Lane Trial Closure at Patricia's Green
Octavia Local Lane Trial Closure at Patricia’s Green
- **Traffic data:** Uber, Lyft informally observed to be ~50% of traffic

- **Ongoing:**
  - Feasibility review by SFFD
  - Incorporating curbspace recommendations into Mayor’s Transportation Network Companies (TNC) pilot effort
  - Engaging SF Planning on Places for People status, GroundPlay design effort
Octavia Local Lane Trial Closure at Patricia’s Green

DRAFT CONCEPT
For discussion only

One-way traffic flow on Linden St between Laguna and Octavia would need to be reversed eastbound to facilitate access to Patricia’s Green.

Barrier would swing open easily for emergency access.

Activity space for seating, programmed activities, and art.

Public open space Open for emergency access

Locations of fire hydrants
● = low-pressure  ● = high-pressure

Changes to on-street parking
● = loss of x spaces

Parking spaces added on Gough St (summer 2017)

DRAFT DISCUSSION BOARD
**Octavia Boulevard Enhancement Project**

- **Blvd Enhancement: NB local road streetscape project**
  - Planning phase identified ~50% parking reduction for enhancements
  - PW Landscape Design team prepared three design concept alternatives
  - Goal is to identify preferred concept and legislate parking changes by summer 2017 spring 2018*

- **Goal: 2019 Construction***

*Pending MOHCD developer team selection & timeline for parcels R, S, U*
ENHANCE THE PUBLIC REALM
Parks and streets have always been some of the most important places in our cities. Public spaces are where we come together, meet, socialize, celebrate, relax, and collaborate. Our streets and sidewalks are the public spaces that belong to us all and make up the floor of our city -- shouldn’t we demand more from them? Could these spaces be performative landscapes that fulfill a variety of ecological and social needs beyond simply serving as routes for traffic circulation?

EMBRACE NATURAL SYSTEMS
Reconnecting with nature is essential to our happiness and experiences as human beings, but these experiences with the natural world can be difficult in the heart of our urban little 7mile x 7mile postage stamp of San Francisco. By expressing the ecology that helps our city function we can better surround ourselves with more green space, and create more opportunities to connect with nature.

KEEP THE LOCAL LANE LOCAL
The local lanes of Octavia Boulevard are meant to be extensions of the pedestrian realm, with slow moving vehicles for local access only. Yet currently, the lanes are used as a cut-through and pedestrian comfort is limited. To safeguard against unnecessary traffic while supporting new development, the local lanes should prioritize local circulation and slow speeds.
**SHARED SPACE**

**DESIGN NARRATIVE**

The Shared Space concept maximizes pedestrian space through the implementation of expanded sidewalk zones and increased flexibility of use through integrated design. In this scheme, the northern half of the block would incorporate options for temporary road closure barriers; the flexible zone could at times become a widened social space that is literally an extension of the adjacent Patricia’s Green park. Permeable paving textures and curbsless road profiles allow for additional public realm enhancements to create an exciting new shared streetscape for all to enjoy.

**TEXTURE**

Incorporates a variety of textures on the permeable ground plane to create a pedestrian-scale experience.

**PERMEABLE PAVING**

Bespoke pedestrian crosswalks provide an opportunity for informal seating.

**CURBLESSES**

A curbless shared space takes the roadway priority from the sidewalk and incorporates more permeable areas.

**OPEN STREETS**

Streets are public spaces that could be used for more than just a vehicular transportation network. Temporary street closures allow for park programming to continue beyond the park boundaries of Patricia’s Green.

**REMOVABLE ROLLARDS**

Street closures along local roadways could be made possible through the implementation of removable bollards or other temporary closures that extend elements of the bikeway network into the neighborhood.

**EXTEND THE PARK**

The new boulevard-adjacent area would expand upon the success of Patricia’s Green by bringing more pedestrian space and landscaped park elements into the neighborhood.
The Linear Green concept utilizes bulbouts along the Octavia local road to create a series of rain gardens and bioswales which act as planted buffers from vehicular traffic. The street profile design pushes water to the east curbside and curb cutouts along this stretch allow water to enter the planted areas from the roadway. Through this process we are able embrace natural systems that will transform rainwater runoff into infiltration opportunities that reduce demand on existing storm sewer infrastructure while simultaneously creating a more local feel to the Octavia Boulevard streetscape.
PERFORMATIVE PROTOTYPE

DESIGN NARRATIVE

The Performative Prototype concept takes a non-traditional approach to the theme of “extending the park.” Some of the most successful elements of the park are the social elements, seating elements, and temporary art installation elements. This scheme expands upon the success of the Proxy site adjacent to Patricia’s Green by introducing playful seating and opportunities for temporary urban prototyping and urban play along an elevated plaza space that is flush with the streetscape. Imagine urban play elements such as ping pong tables or kinetic paving activating this space above an underground dam for rainwater storage. This new social space would enhance the public realm and extend park-like elements down Octavia Boulevard.

CURBLESS
Making the driving surface near-activated alleyways allows for a shared space.

PERMEABLE PAVING
Decorative permeable paving would demarcate the zone where water infiltrates into an underground dam.

PERMEABLE ROADWAY
A permeable road profile would reduce the demands on existing storm sewer infrastructure and allow water to infiltrate.

URBAN PROTOTYPING
Temporary installations provide an opportunity to activate the expanded social realm.

ART NOT BOLLARDS
Solar-powered elements double as informal seating and take the place of traditional bollards where the pedestrian sidewalk and roadway are at the same level.

PLAYFUL SEATING
Contemporary design and informal seating elements (e.g., tree rings) expand the permeable zone into a social space that extends down the alley.
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)

All-Day Parking Lane (except for street sweeping)

Two Right-Turn-Only Lane (dedicated all-time)

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**
www.sfmta.com/octavia