

Presentation to Market Octavia CAC

MONDAY 25 JANUARY 2016

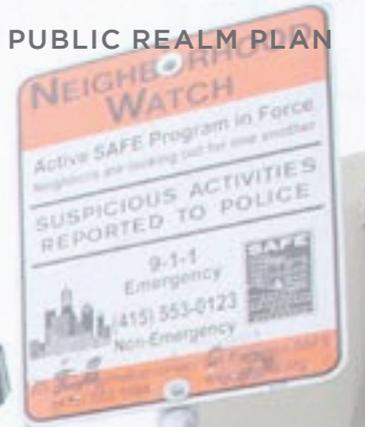




TONIGHT'S DISCUSSION

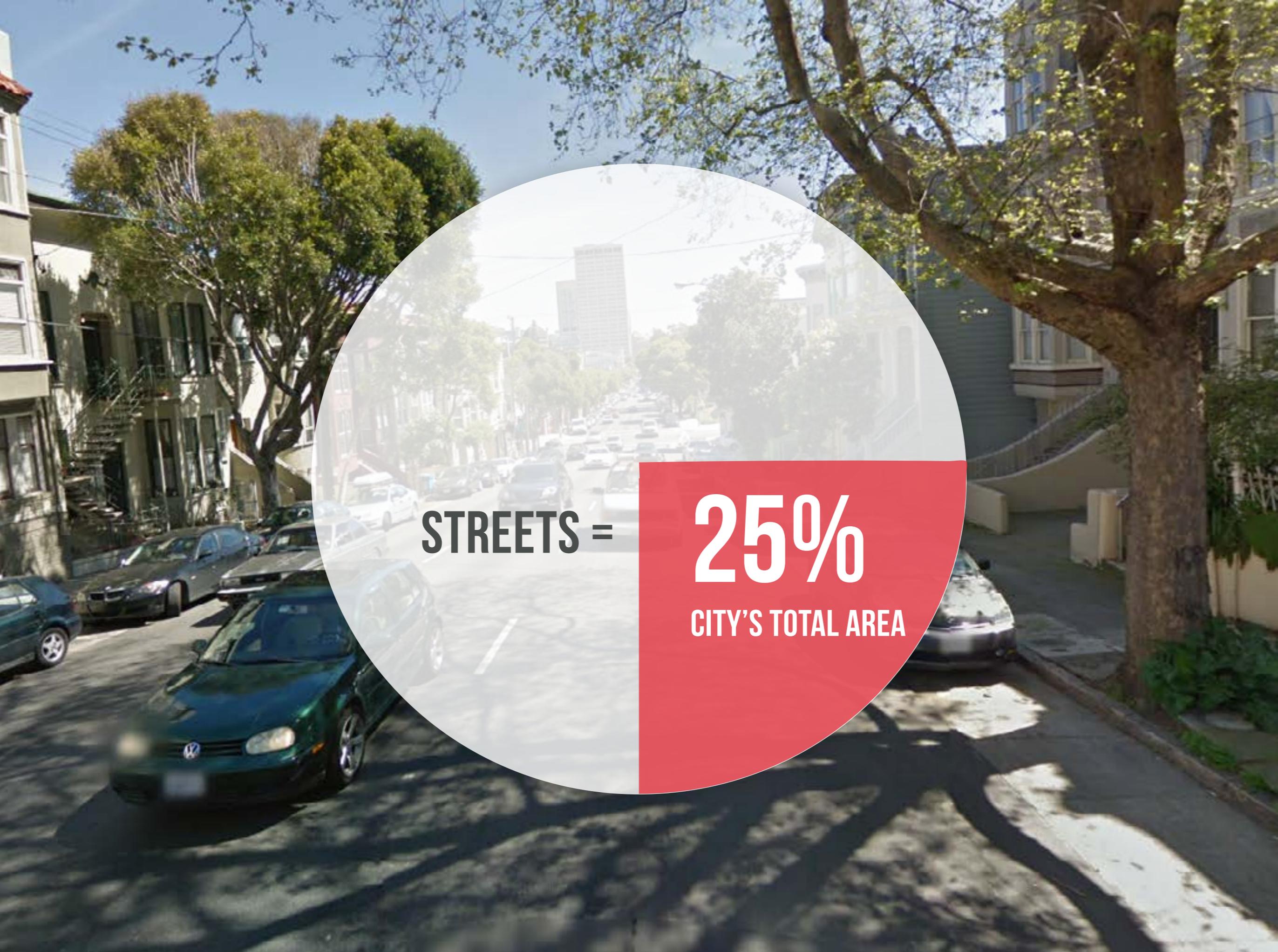
1. Project Overview + Timeline (5 minutes)
2. Discussion (15 minutes)

What is the Public Realm?



Streets, Sidewalks, Public Spaces, Parks





STREETS =

25%

CITY'S TOTAL AREA

What is a Public Realm Plan?

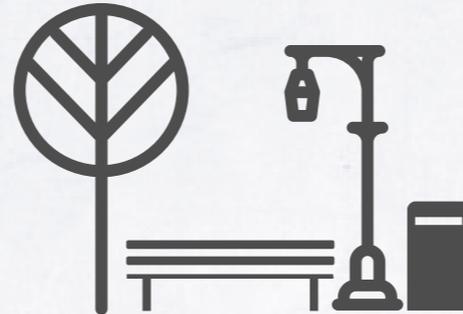


Plan Elements



Existing Conditions Assessment

Understand the existing conditions to better inform future improvements



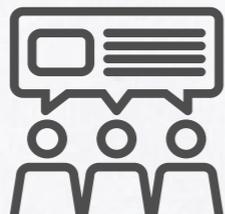
Streetscape Design Standards

Standards can include details on paving, lighting, landscaping and other streetscape amenities.



Conceptual Designs for Focus Areas

Conceptual designs for key public spaces and streets within Lower Haight



Test Ideas

Explore opportunities for temporary installation.



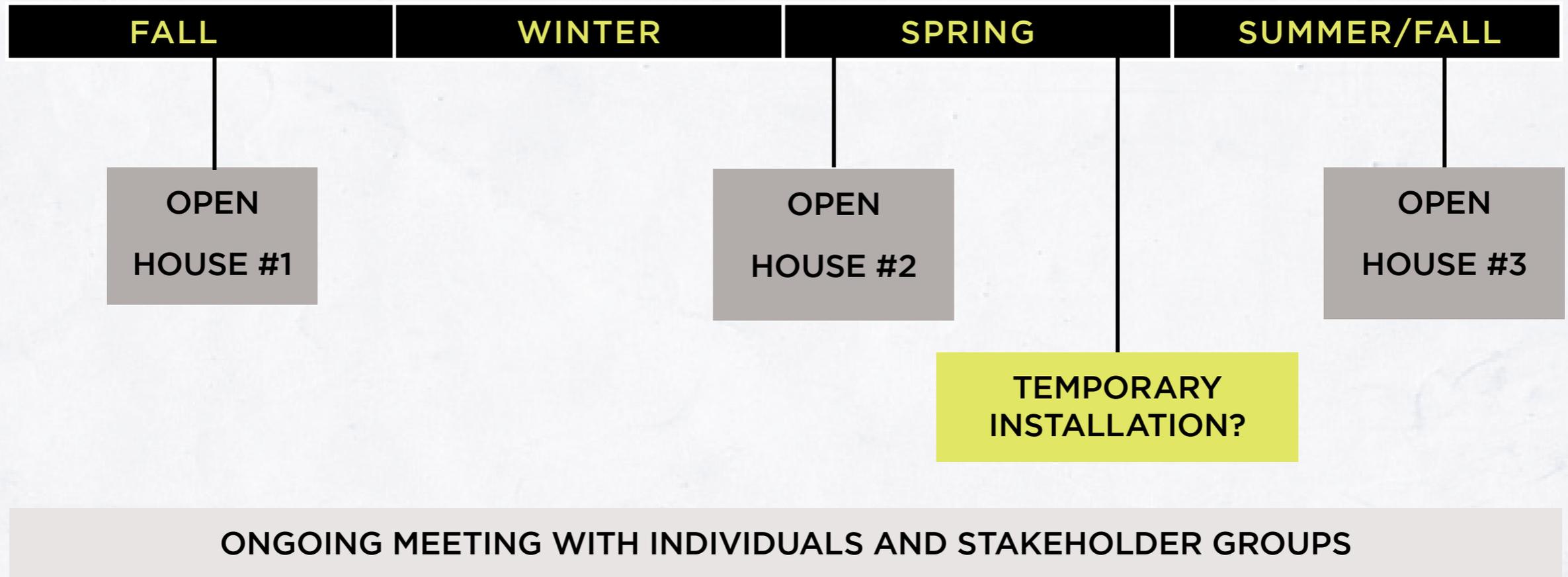
Implementation Strategy

Develop a funding and implementation strategy for proposed improvements.

Project Timeline + Outreach

2015

2016





Legend

- Study Area
- - - Market-Octavia Plan Area



San Francisco Planning

0 50 100 200 300 400 feet



IN THE WORKS

MUNI FORWARD 7-HAIGHT



MUNI FORWARD

Proposed Changes: Scott to Fillmore

MUNI FORWARD

Proposed Changes: Webster to Laguna

Relocate Stops at Pierce St

- Places the bus stop on the other side of the intersection, so that Muni can get through the intersection prior to loading and unloading passengers.
- Saves time and makes Muni more reliable.
- Would reduce conflicts between eastbound buses pulling into the stop and bicyclists riding along the right side of the street.

Install Traffic Signal at Pierce St and Scott St

- Reduces the amount of stops the bus makes along its route and makes it possible to introduce transit signal priority (TSP) at intersections.
- TSP keeps the light green for Muni as it approaches an intersection, saving time.

New Right Turn Pockets at Fillmore St

- Allows right turning autos to clear the through travel lane, reducing the delay buses experience due to heavy traffic.
- Would save time and help make Muni service more reliable.

Install Traffic Signals at Webster St, Buchanan St, and at Laguna St

- Reduces the amount of stops the bus makes along its route and makes it possible to introduce transit signal priority (TSP) at intersections.
- TSP keeps the light green for Muni as it approaches an intersection, saving time.

Relocate Stop at Buchanan St westbound

- Places the bus stop on the other side of the intersection, so that Muni can get through the intersection prior to loading and unloading passengers.
- Saves time and makes Muni more reliable.
- Would reduce conflicts between eastbound buses pulling into the stop and bicyclists riding along the right side of the street.

New Transit Lane eastbound from Buchanan to Laguna

- A bus-only lane gives Muni vehicles their own lane separate from regular traffic. This helps Muni bypass traffic jams, which saves time and improves reliability.

Extend Bus Zones at Laguna St

- Provides space at current flag stop for local buses to pull completely out of traffic when stopping.
- Customers would no longer have to wait on the sidewalk and board the bus in the street.
- This makes boarding faster and saves time at each stop, making every passenger's journey shorter.



New Pedestrian Bulbs at Scott St and at Laguna St

- Improves pedestrian safety by reducing the crossing distance at intersections.
- Calms traffic by narrowing lane widths at the intersection, which causes drivers to slow down.

New Pedestrian Bulbs at Webster St and at Laguna St

- Improves pedestrian safety by reducing the crossing distance at intersections.
- Calms traffic by narrowing lane widths at the intersection, which causes drivers to slow down.

No Left Turn from Haight St onto Laguna St (both directions)

- Prohibiting left turns reduces the amount of time vehicles wait at the traffic signal.
- Vehicles waiting to turn left block Muni buses trying to go straight through the intersection.
- Left turning vehicles are responsible for many pedestrian-sub collisions, so restricting left turns in an area with lots of pedestrians makes walking safer on Haight St.

New Transit Only Signal at Buchanan St (eastbound)

- A bus-only signal gives Muni a green light before the rest of traffic, allowing Muni to bypass a line of cars waiting at the light instead of waiting for rooms to merge into traffic.
- Enables bus to reach transit only lane in center from the curbside stop at Buchanan.
- Would save time and improve reliability.

NEW SEWER & PAVING



WIGGLE GREEN CORRIDOR

Wiggle Neighborhood Green Corridor Project Proposal

Green Infrastructure helps manage stormwater onsite before it enters the sewer system and also provides visible city benefits like neighborhood beautification. Green infrastructure locations were selected based on input from the community combined with analysis of slopes and soil conditions.

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.

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.

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

TRAFFIC CALMING measures include a variety of physical treatments that signal to roadway users that they should go slowly and expect pedestrians and bicyclists. Based on feedback from the community, the SFMTA's top priority in this neighborhood is to ensure that pedestrians crossing the street are seen and given the right-of-way by people biking and driving. A traffic diverter at Scott and Fell takes some automobile traffic off the route, enhancing the residential character of the street and making it more comfortable for bicycle riders.

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

RAISED CROSSWALKS bring the level of the roadway to that of the sidewalk, forcing roadway users to slow down before passing over the crosswalks.

Legend:
 Wiggle Route
 Rain Garden
 Bulb-out
 Scott/Fell Diverter
 Raised Crosswalk
 Permeable Paving
 No Left Turn
 New Signal
 New Bike Signal
 Red Zone
 Green Bike Lane
 Existing Green Sharrows
 Permeable Pavement in Parking Lane

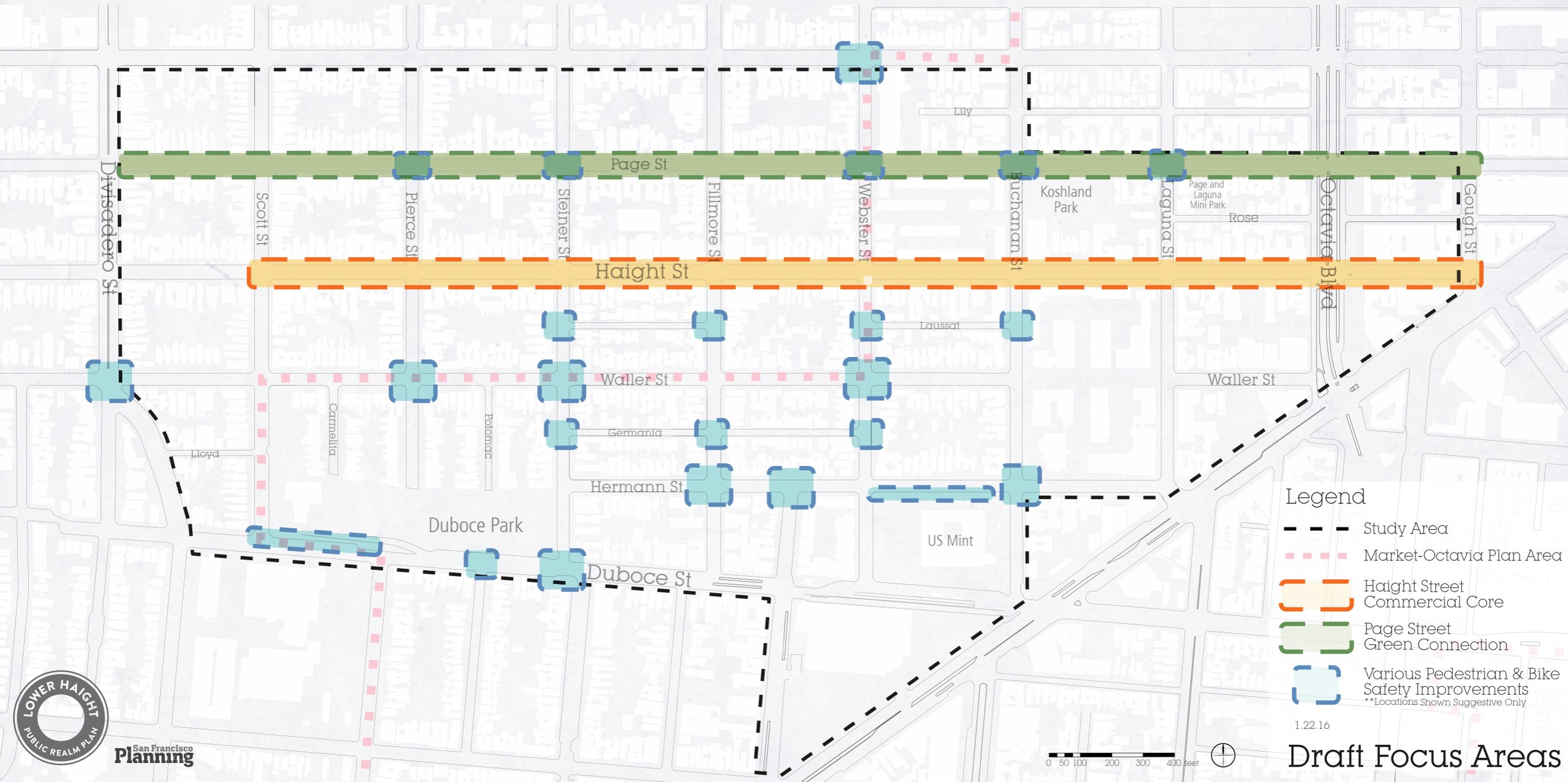
WALK STOPS



existing conditions Steiner/Duboce Corner Improvements

OPEN HOUSE #1 FEEDBACK

1. Improved pedestrian experiences (lighting, landscaping, active commercial frontage)
2. Bicycle/Pedestrian Safety/Amenities
3. Maintenance/Cleanliness
4. Signage/Wayfinding



- Legend**
- Study Area
 - - - Market-Octavia Plan Area
 - Haight Street Commercial Core
 - Page Street Green Connection
 - Various Pedestrian & Bike Safety Improvements
**Locations Shown Suggestive Only

1.22.16

Draft Focus Areas



San Francisco
Planning

0 50 100 200 300 400 feet



WWW.SF-PLANNING.ORG/LOWERHAIGHT
[HTTPS://NEIGHBORLAND.COM/LOWERHAIGHT](https://neighborland.com/lowerhaight)

jessica.look@sfgov.org
415-575-6812