



# WORKSHOP 2 SUMMARY

## OVERVIEW

On May 9, 2016, 55 people came to the second public meeting for the Lower Haight Public Realm Plan. Roughly 34 of attendees were neighborhood residents. The open house was a joint public workshop with the SF MTA's Western Addition Neighborhood Transportation Plan and Page Street Green Connections project. The meeting was an open house format in which attendees shared their thoughts and ideas about the initial design concepts proposed for Haight and Page Streets. Below is a list of subjects that were covered over the course of the evening; the numbers in parentheses indicate how many comments or dot responses addressed that particular topic.

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## GENERAL COMMENTS

### Greening & Stormwater

#### Street Trees

- More Trees
- City needs to maintain
- Yes to all of these trees in the streetscape

#### Sidewalk Landscaping

- More Green
- More Green Please
- Right Here
- Street Planters: Yes!!

#### Stormwater Management

- Promote permeable sidewalk landscapes

### Lighting, Art and Identity

- Building Façade Lighting: Yes
- Building Façade Lighting: Agreed
- Standardize Lighting for Whole District
- Public Art Lights: If you won't fund normal street lighting, this is a good option
- String Lights: Yes. Cheap! On Haight
- Enhance Hayes from Civic Center to Alamo Square with pedestrian friendly historical style street lighting instead of current high freeway style lights lost in trees, make pedestrian (lower)

### Walking and Biking

- Bigger sidewalks
- Walk Stop (x4)
- Walk Stop - it's happening @ Haight + Fillmore - infuse rest of design/realm with it?
- Love the Waller Strolling Street

### Transportation & Parking

#### Transportation Alternatives

- City Car Share, please
- Used to be nicest city share pod in the city - 6 cars. It's gone for apts. & no city car share in the Lower Haight. If you want people NOT to drive, you have to offer alternatives. City Car Share Bring it Back!

#### Parking

1 specific comment:

- Less parking

### Innovative/Special Streets

#### Green Connections

- Why not a "green connection" on a "sharrow" st -? Bike/ped traffic ideal for "green connection"
- Nice idea, for another st - Not a Sharrow St.



Workshop #2: Open House



Workshop #2: Open House



Workshop #2: Page Street Discussion



Workshop #2: Discussions

## Private Realm

### Business Improvement District

- “Explore Formation of a Business Improvement District” (+ 1)

### Small Businesses

- Some residents on Haight Street are also garage entrepreneurs and staples of the neighborhood’s history and culture

## Community Design Core Principles (feedback from Comment Form)

- Overall, I agree. It would be nice to have more room for peds and to make Page more bike-friendly
- Yes
- Yes

## Temporary Public Space Improvement (feedback from Comment Form)

- I’m new to this kind of thing, but I don’t have anything specific things I’d like to see
- All of the above (referencing parklets, pedestrian plazas, small prototypes, public art of various scales)
- All of the afore mentioned (referencing parklets, pedestrian plazas, small prototypes, public art of various scales)

## General Comments (feedback from Comment Form)

- In addition to characteristic trees how about characteristic striping features (low-cost) similar to rainbow crosswalk in Castro?
- Haight bikeway needs active maintenance. I use Page to a) avoid WB Haight potholes, or b) reach Market faster than thru EB Haight

# PAGE STREET

## SEGMENT ONE (DIVISADERO TO WEBSTER)

### Design Option Preference

#### Option 1

- 0 specific comments

#### Option 2

- Option 2
- Yaass
- (Smiley Face)
- Yes, this option, and do this all the way to Stanyan
- Ray 584 Page I prefer this option
- Like Option 2
- YES slow down bikes
- Yes Yes Yes make Page safer. Option 2
- Option 2 is better, but would bike lanes in center be better to avoid those dropping off people here?
- Yes, more space for bicycles! (+1)
- We need to improve Page St for bicyclists. Option #2 is best option
- Green lanes feel much safer than sharrows
- Option 2 to slow traffic down - need to consider what to do about backups at Octavia St at rush hour
- Lane or parking. Confusing

### General Comments

#### Pedestrian Safety

- People Still Speed on Page (+1)
- -Stop Text (sic, i.e., pavement marking) / Signs are helpful IN bike lane to make walking safer here
- Love this bulb-out (at Fillmore). Many pedestrians going all directions (+1 Yes)
- Maybe one-way during rush hour?
- Bike Mural

#### Habitat

- Bird/Wildlife Habitat to go with Green Zone

#### Signage and Branding

- Bird/Wildlife Habitat to go with Green Zone

#### Parking

- Where is Parking?



Workshop #2: MTA - Page Street Green Connections Boards

# PAGE STREET

## SEGMENT TWO (WEBSTER TO OCTAVIA)

### Design Option Preference

#### Option 1 or Option 2 (1)

- Yes, Option 1 or 2 - Laguna Diverter - Try it!! Traffic should stay on Oak

#### Option 1

- Option 1 should reduce the traffic and make it safer for cyclists without making it too difficult for local traffic
- No (to Option 1) It doesn't seem safe to have bikes in the middle of car traffic

#### Option 2

- Option 2 but with speed bumps from Option 1
- Yes Option 2 Ray 584 Page
- Worth it! (Next to "More Costly to Implement CON")
- Yes! Option 2
- Option 2 - Safer for Students
- Yes
- Yes - Safest for everyone!
- Yes - better for cyclists - Safer parking arrangement
- Agreed (with above comment). It'll be better for traffic & for a drop-off area for the elementary school
- Yes! Center downhill bike lane is scary. Maybe separate green lights at Page & Octavia?
- Option 2



## GENERAL COMMENTS

### Traffic Calming + Diversion

- What about eliminating traffic completely on one street? + Bike + Ped
- Yes to traffic diverters
- Raised crosswalks are easier to bike over than speed bumps - how about one in front of John Muir ES?
- (Red “X”s on right-turn arrows at Laguna and Octavia)
- Bulb-out (at Webster) This is a school corner school kids need to be visible
- If Option 2, why not speed bumps on this block near school?

### Bicycle Facility/Safety

- Yay for center bike lane back to Buchanan
- Eliminate the (uphill) sharrow & create a two way bike lane here to create the bikeway like Syracuse (design image example)
- Raised crosswalks are easier to bike over than speed bumps - how about one in front of John Muir ES?

### Vehicle Circulation

- We voted to tear down the freeway + the Oak + Fell on-ramps. It is not fair to now force cars off of Page on to Oak

## PAGE STREET — SEGMENT THREE (OCTAVIA TO MARKET)

### Option 1

- Don't like 2-way cycletrack

### Option 2

- Yes
- Yes - Safest for all!
- Yes!

### General Comments

- No speed bumps
- Agree (with above), none
- Speed bumps are fine. Green box (i.e., at Franklin, as in comment below) is needed
- Cars do not speed on these two blocks

- Option 1 +2 - need to ban left to Octavia (i.e., from Page westbound??)

### Bicycle Facility/Safety

- Add green box
- Option 2 - if you do this, make cycletrack WIDE

## GENERAL PAGE STREET (FEEDBACK FROM COMMENT FORM)

- I like them. Not sure if I like sharrows more than bike lanes. I like the one-way concept from Octavia to Franklin
- I am a cyclist. Although I have not yet had the chance to use the new center green lane, I support the proposal + the bulbouts + speed bumps. Need more bike calming for cyclist who run stop signs.
- #1) Option 2, strongly agree, #2) Option 2 is safer, #3) Option 2

## HAIGHT STREET COMMERCIAL CORE

### Design Option Preference

- Long-term A (6 checkmarks)
- Long-term B (2 checkmarks)
  - 2 specific comments:
  - Yes!
  - Yes please

### General Comments

#### Bulbouts + Sidewalks

- like (NE bulbout at Fillmore)
- (bulbout) good. “center” of Lower Haight
- the whole godamn block widened
- Sparkly sidewalks (mica pavers); Haight & Fillmore deli has it; And Bill Graham murals
- concern with parklets. In front of bus; smoking; loud noises

#### Parklets

- Parklet close to a corner, creating a blind spot
- No more green bike lanes



Workshop #2: Open House/ Haight Station

## Bicycle Facility/Safety

- (Bike Lane) concern...Conflicts to MUNI, may slow them down; Big mistake, use Page, compete with bus
- (Bike Lane) Creating a solution when there is no problem
- (Bike Lane) agree (with above comment). Doesn't seem necessary
- Dooring. No parking here
- Can we narrow bulbs and have bike lane?
- Can we have sharrows?
- Sharrows?
- no wiggle, but people like it
- cyclist ok here...
- Bike parking and/or bike corral
- More bike parking
- We need secure bike parking. "Bike let" Take parking, put bike parking with cover + key access for neighbors

## Bicycle Parking

- Any bicycle parking?
- Sparkly sidewalks (mica pavers); Haight & Fillmore deli has it; And Bill Graham murals

## Streetscape Amenities

- Seating
- Seating

## Street Trees

- Bigger tree wells; maintain tree well fences

## Transportation Alternatives

- City car share, expand!

## Parking

- Double Parking!
- Dooring. No parking here
- Impacts to parking for local merchants + congestion
- Can design 1-2 parking places
- Concern for parking

## Circulation Changes

- Could you close this (arrow to blocks between Scott & Pierce, and Pierce & Steiner)
- Like not having private vehicles

## GENERAL HAIGHT STREET (FEEDBACK FROM COMMENT FORM)

- Overall, I like them. The bike lanes seem unnecessary. We already have a relatively bike-friendly east-west street (Page). The bike lane may not be a big improvement, especially if it is in the door zone, or if cars park in it. I'd like to see more room for peds, especially near Molotov's where it gets crowded.
- Ground level of residential (btw) Steiner + Webster does not contribute to vibrancy of public realm. It's an unwelcoming wall. Can developers assist in more inclusive/public friendly ways to interface w/ the sidewalk + public realm? Because otherwise those spaces (walls/garage doors) are as "dead" as vacant storefronts.
- Yes to all proposals