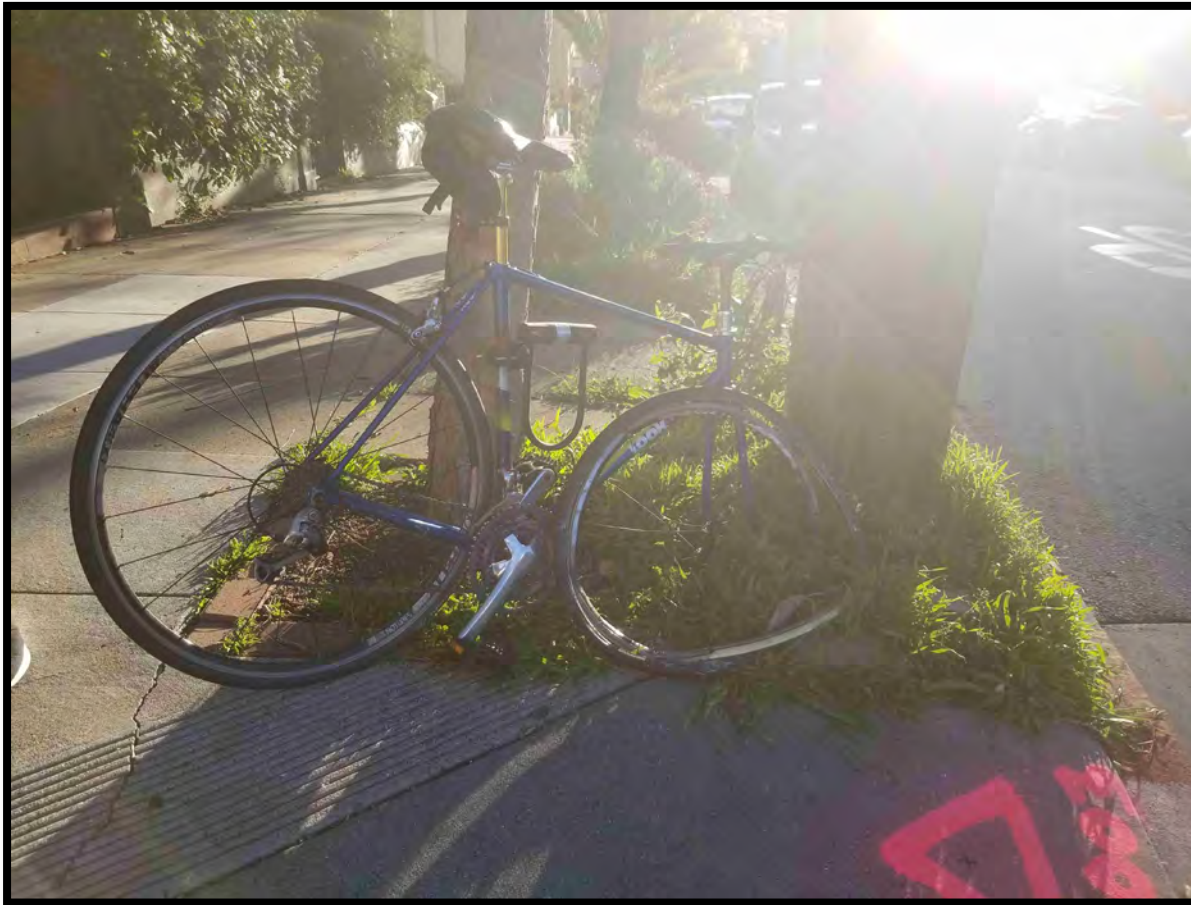


Page Street Bicycle Improvement Pilot Proposal (November 2019)

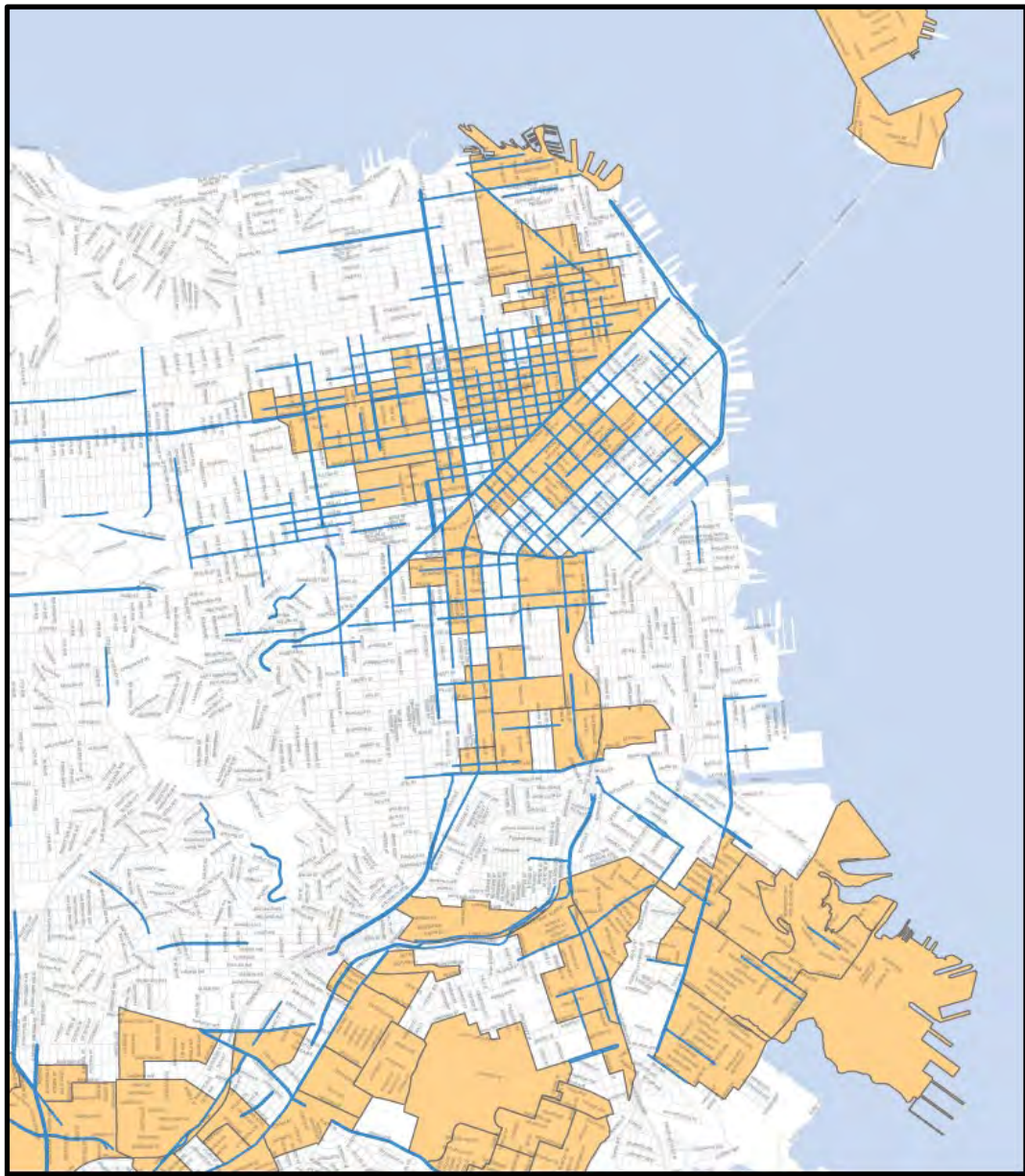


Page and Octavia March 2019



SF declared state of emergency (Nov 2019)

The cycle network is “dangerously and recklessly incomplete” –
Sup Haney (D6), 3/19/19 (Howard Street SFMTA Hearing)



The Vision Zero High Injury Network (HIN) guides the city's investments in infrastructure and programs, and ensures that Vision Zero projects support those most in need.

75%

of San Francisco's
severe and fatal
traffic injuries
occur on just

13%

of our streets.

31%

of city streets are
in Communities
of Concern,

50%

of the high
injury network
is in those same
communities.

MAP LEGEND



High Injury Network

The 13% of streets where 75% of severe and fatal collisions occur.

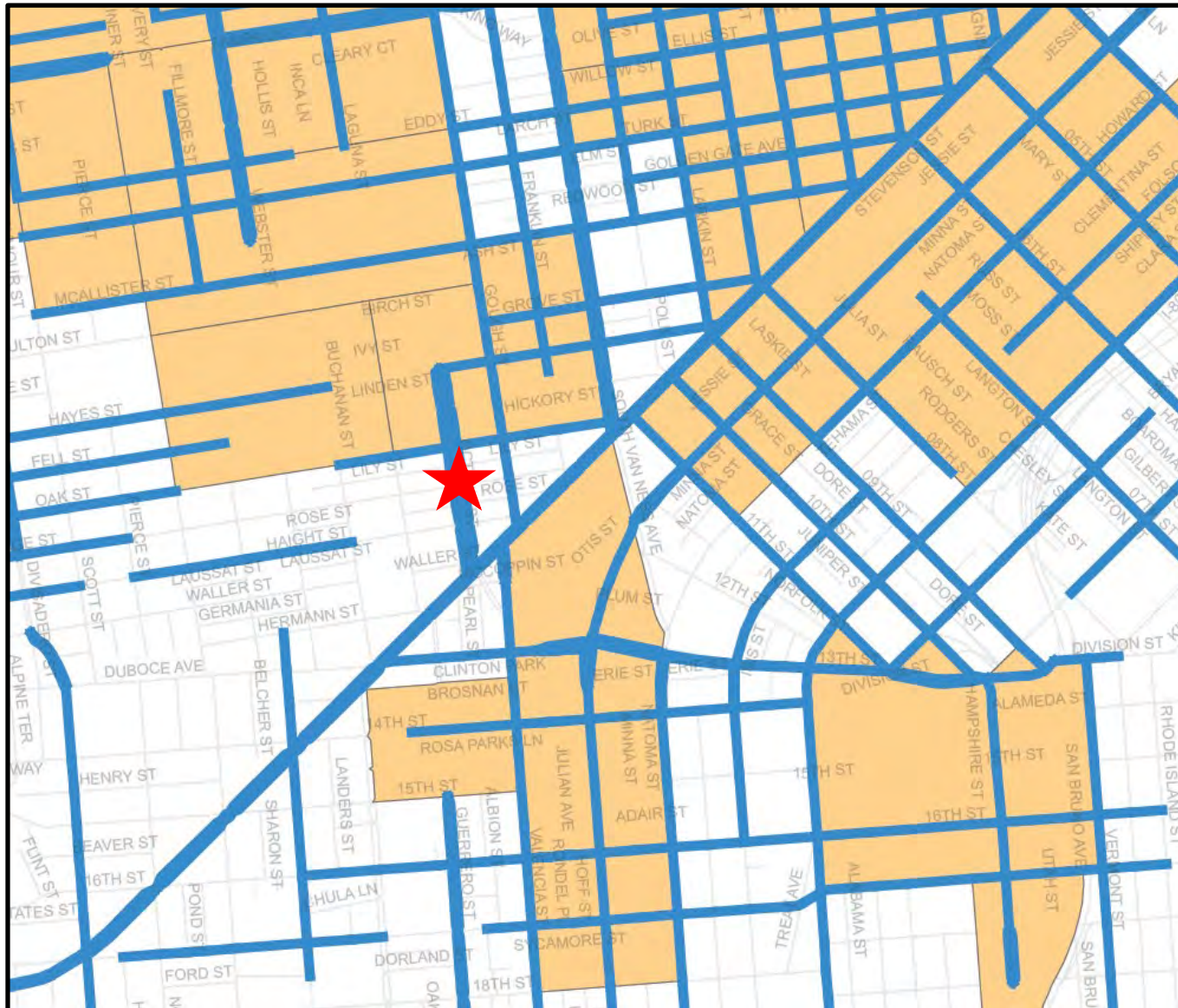


Metropolitan Transportation Commission Communities of Concern

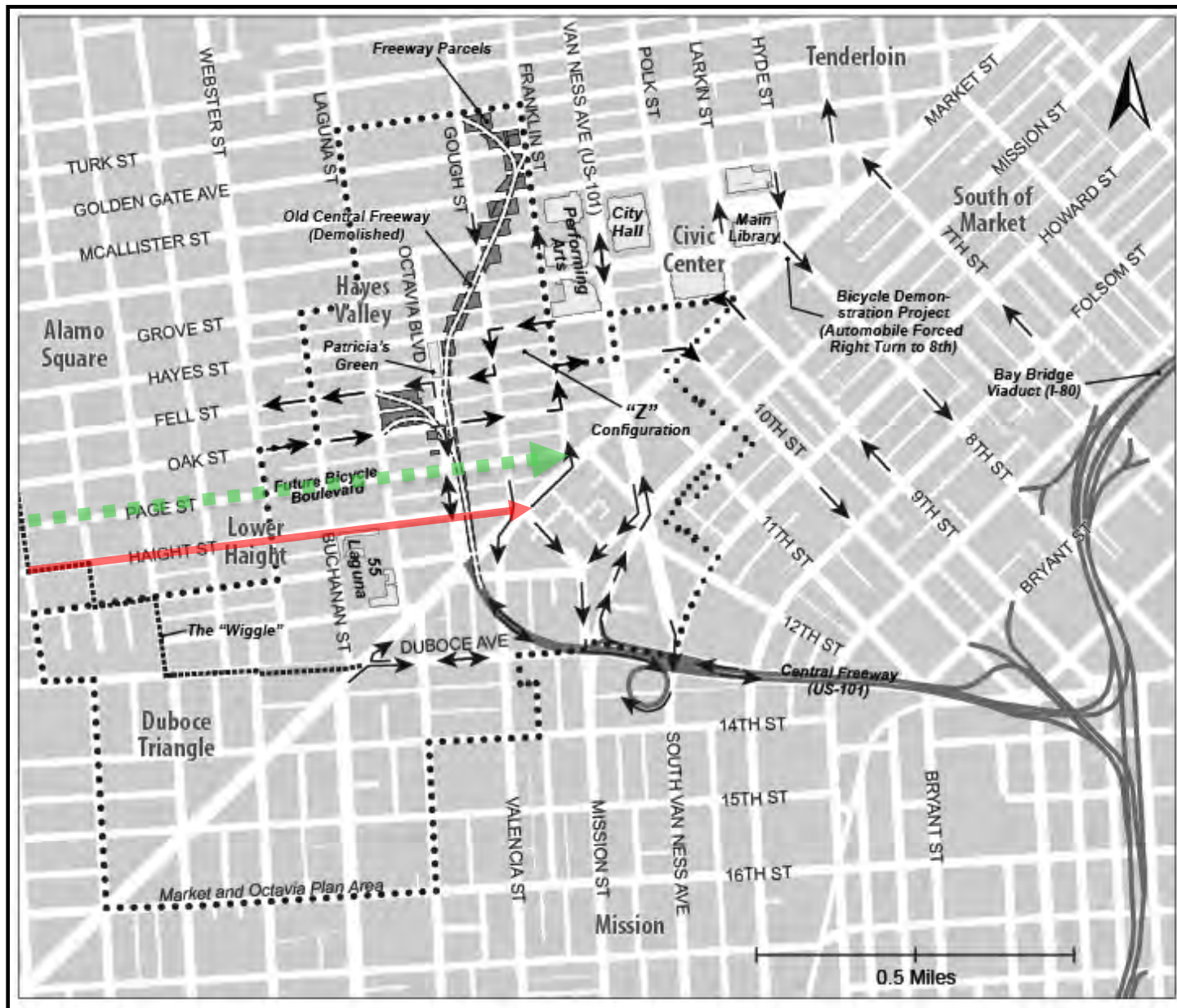
Low-income communities, communities of color, seniors and people who rely on walking and transit as their primary means of transportation.

Vision Zero SF 2019. Vision Zero
Action Strategy: Eliminating Traffic
Deaths in San Francisco.

Octavia/Page and Vision Zero



Page Street





Eastbound Page: Freeway-bound cars routinely queue as far as 3 blocks west, to Webster

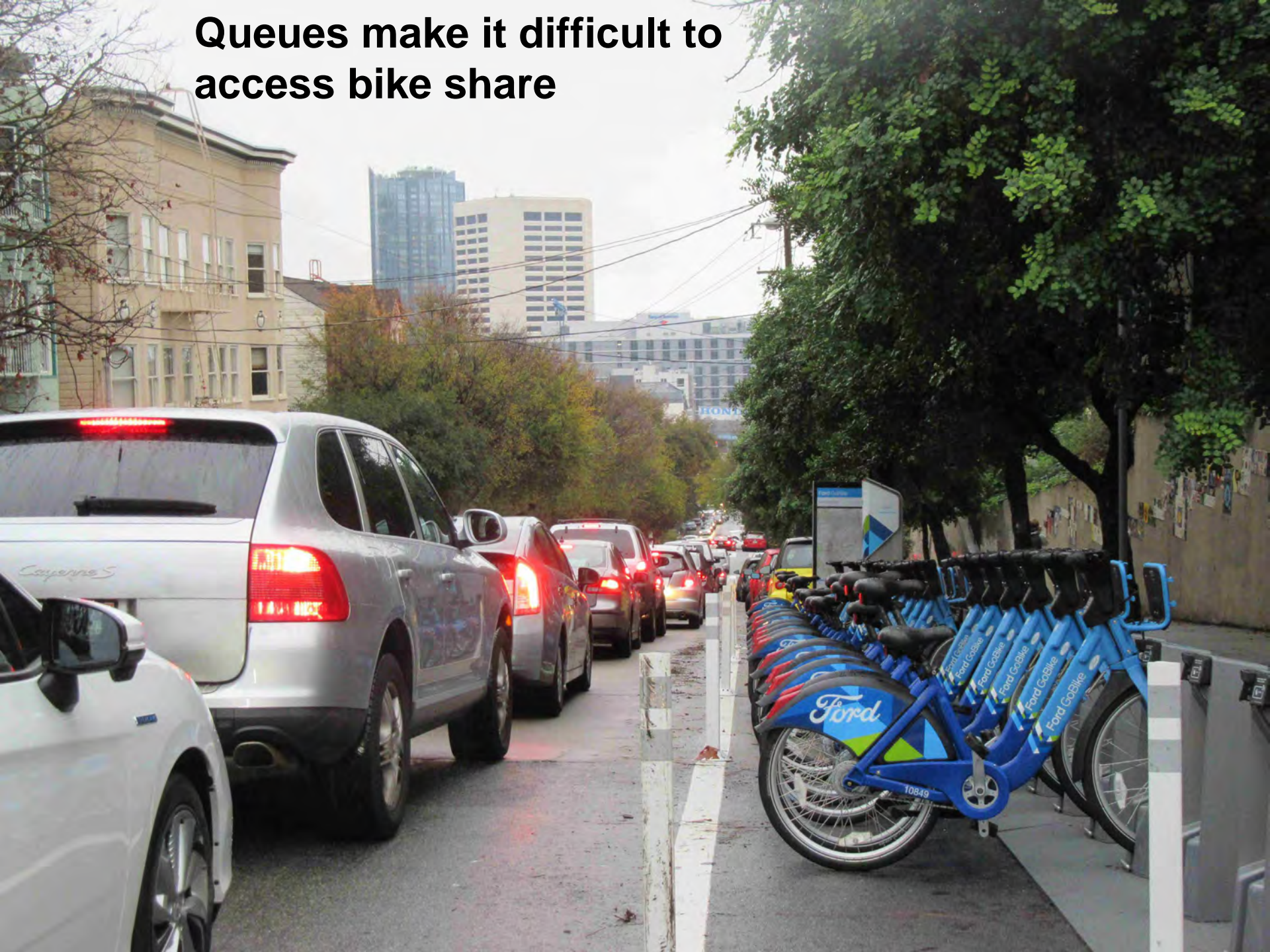
The Narrow, substandard, center-running bike lane is unsafe and uncomfortable. Often cyclists move over into uphill lane.



Page Street between Buchanan and Octavia



**Queues make it difficult to
access bike share**





Cars routinely block the bike box

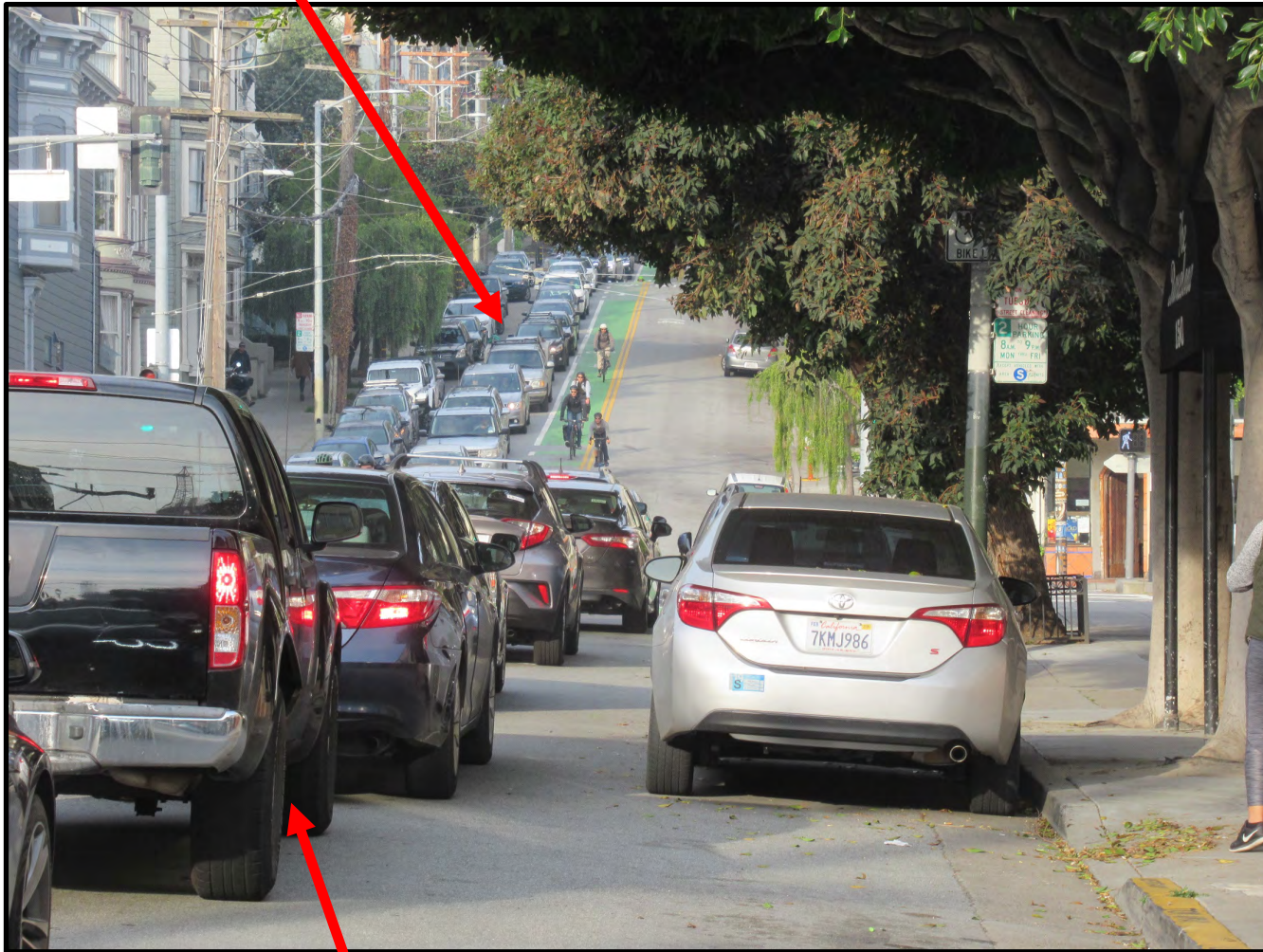
Cars turning right and left from Page cut into Oak-Octavia flow



The light for eastbound Page is red, but Octavia is partially blocked: This is routine.



Almost all of these cars turn right onto Octavia



Almost all of these cars turn left onto Octavia

Road Rage, Honking, Aggressive Driving are Routine





Westbound Page: Cars turning left to Octavia create unsafe conflict with cyclists



Westbound Page, difficult for cyclists to navigate

Page Street AM Peak Traffic Volumes



5/8/2018: 8am-9:30am

372 cars

527 cyclists

4/17/2019: 7:45 - 9:15am:

400 cars

500 cyclists

5/8/2019: 8am-9:15am

500 cyclists

Page and Haight were not intended as major car streets



**Vehicular circulation, M & O Plan.
Grey indicates freeway-oriented
traffic
(2003)**

Page Street Car Traffic

Ideal neighborhood street: less than 1500 cars per day

Actual (SFMTA 2019): 5200



Page and Haight were not intended as major feeders to the freeways



**Vehicular circulation, M & O Plan.
Grey indicates freeway-oriented
traffic
(2003)**



**Green: Page Cyclists
Red: Haight buses**

When the Freeway was up, cars could not access from Page or Haight



Source: Lynn Creighton



Central Freeway in 1959 (Source: *SF Chronicle* /Polaris)

**City studies repeat and confirm: Page
and Haight should NOT carry freeway
traffic**

Octavia Circulation Study (2012)

Central Freeway and Octavia
Circulation Study



Final Report

San Francisco County Transportation Authority

Approved by the Authority Board, September 25, 2012

- 60% of all trips made within the Market and Octavia area are made by walking or cycling
- Yet completely overrun with traffic
- “Extremely limited ability to absorb more traffic”

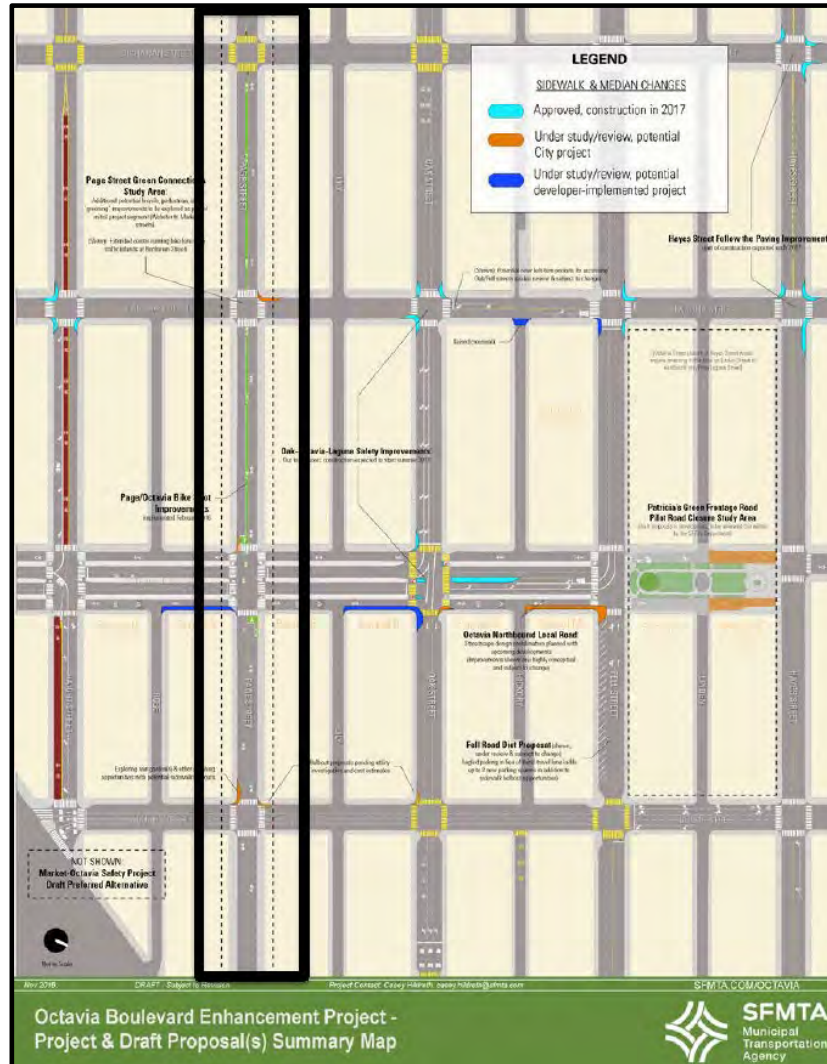
Octavia Circulation Study (2012)

“Discourage through traffic on Page Street and develop the route as bicycle priority street. For much of its length within and beyond the Study Area, Page is a low traffic volume residential street. In the vicinity of Octavia Boulevard, the street is affected by peak-period traffic congestion. Through traffic, including that accessing the Boulevard, should be discouraged, and design options for a bicycle priority street (such as a bicycle boulevard) should be developed and further vetted with the community.”

Octavia Circulation Study (2012): Page Street Recommendations

- Protect/improve bicycle facility as much as possible and develop future bicycle boulevard design options
- Discourage through traffic
- Use traffic calming
- Design bicycle boulevard
- Discourage non-local traffic

SFMTA (Nov 2016) Goal: Reduce amount of traffic



Page Street Green Connections (Market to Webster)

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

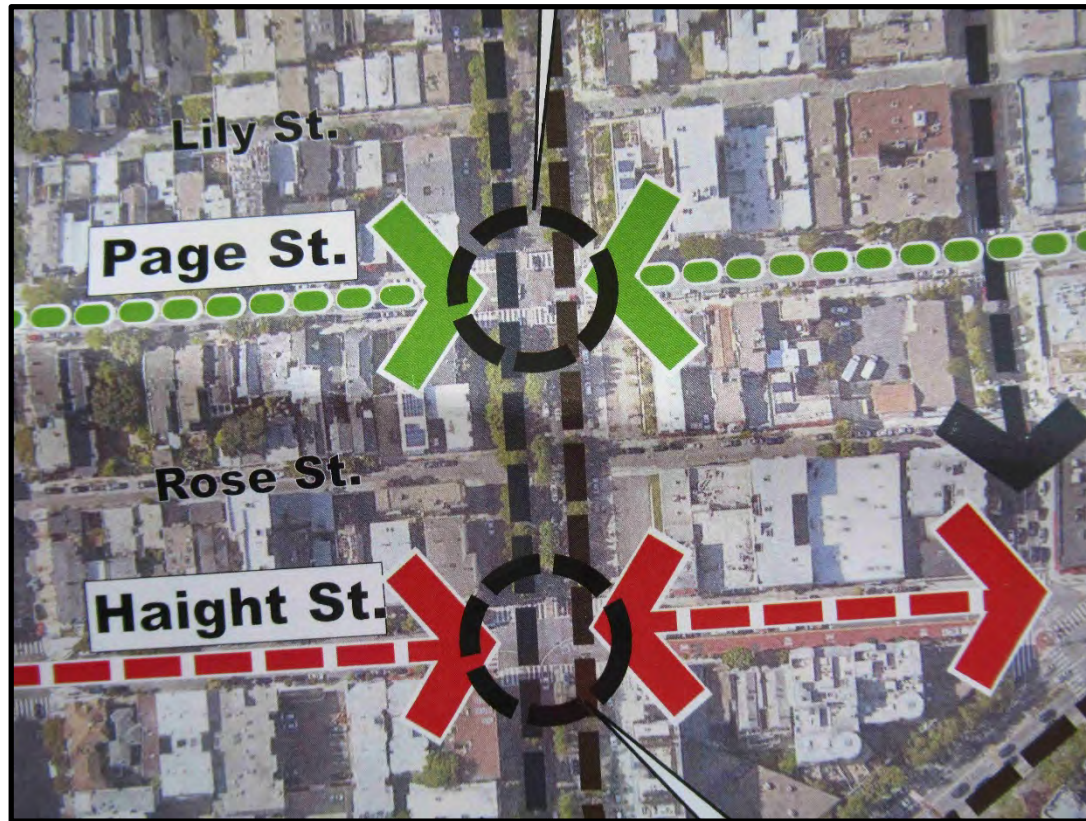
Page-Haight-Oak-Fell (and Octavia)

Proposal by HVNA (2019)



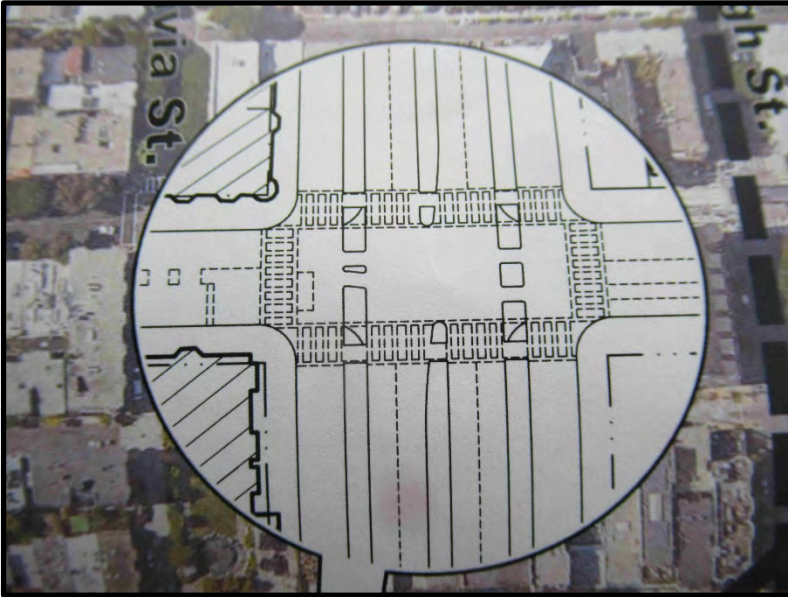
Vienna, Austria Temporary Jersey Barrier

Page & Haight Street Proposal HVNA T & P Committee (2019): Immediate, cheap, safe.



Source: Rendering by Dehan Glanz (2019)

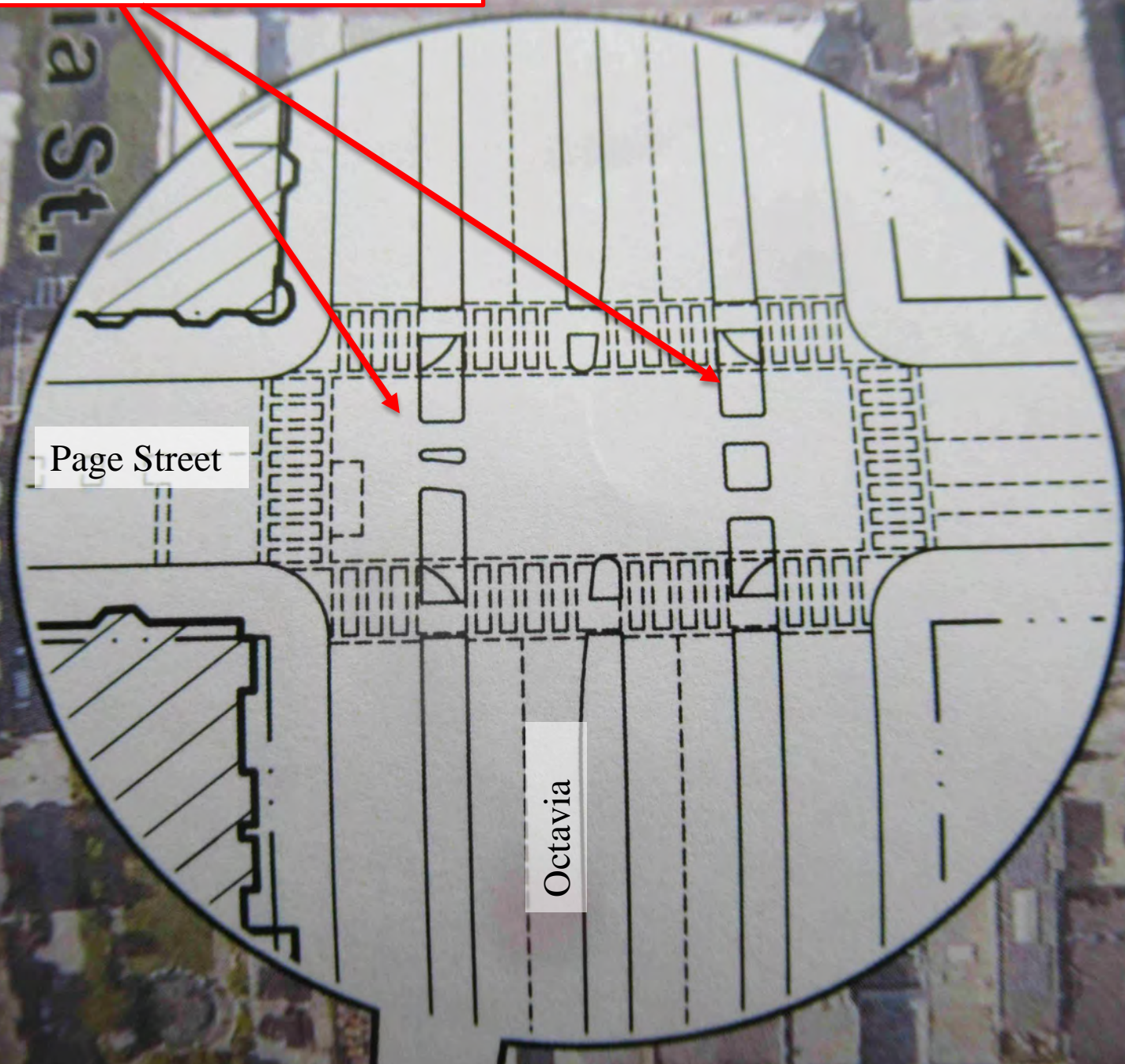
Page @ Octavia (eastbound and westbound)



Source: Rendering by Dehan Glanz (2019)

- Extend medians on Octavia across Page
- Prohibit right and left turns from Page to Octavia
- Allow cyclists & Pedestrians to move across Octavia

Extend medians leaving gap for cyclists



Partially extend Octavia medians



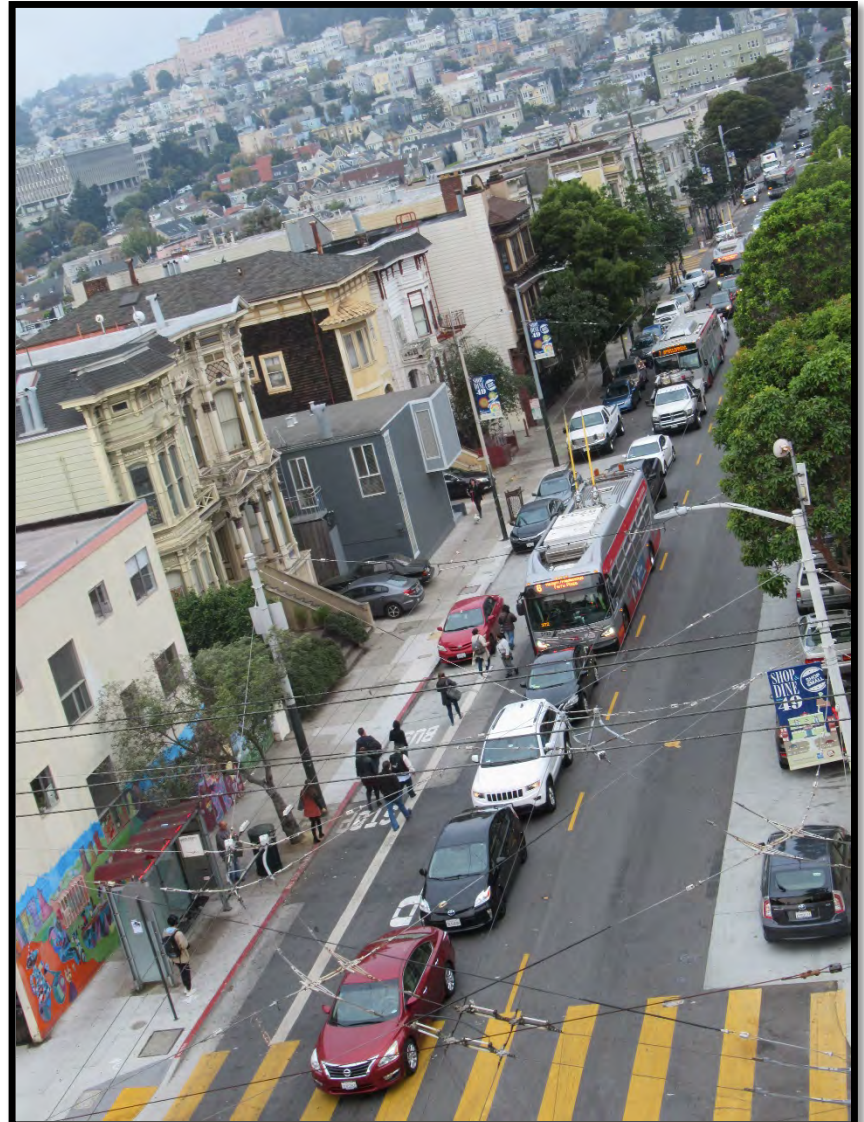


Protect Haight Buses from chronic congestion

The red carpet transit lanes between Buchanan and Octavia work well, but.....



Haight is frequently congested as far back as Webster and Fillmore

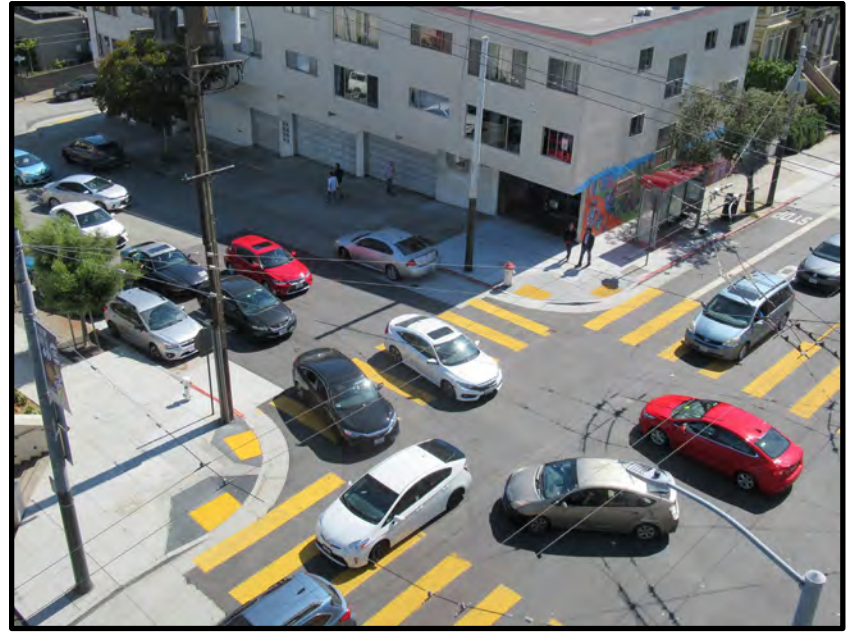
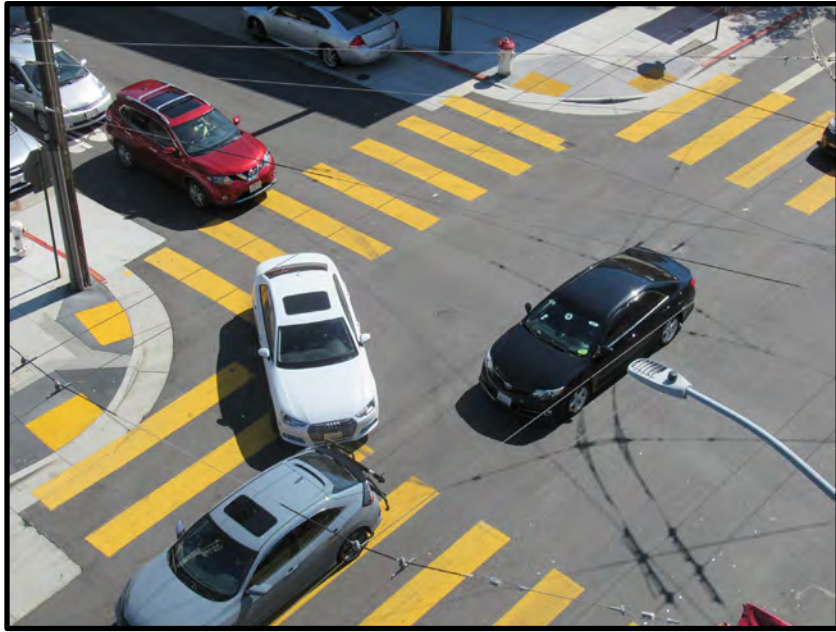


11/6/2019 8:30am: Four buses stuck in traffic while passengers boarding in street



Cars constantly drive in the transit-only lane

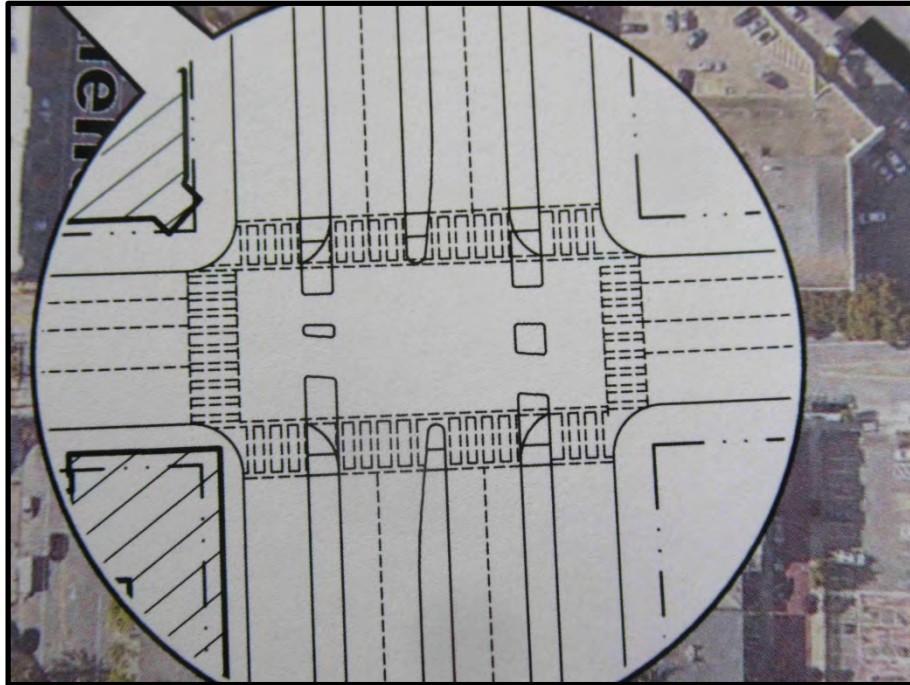
Crosswalks are constantly blocked



Haight is chronically congested, along with Page and Oak. The current situation is a mobility stalemate



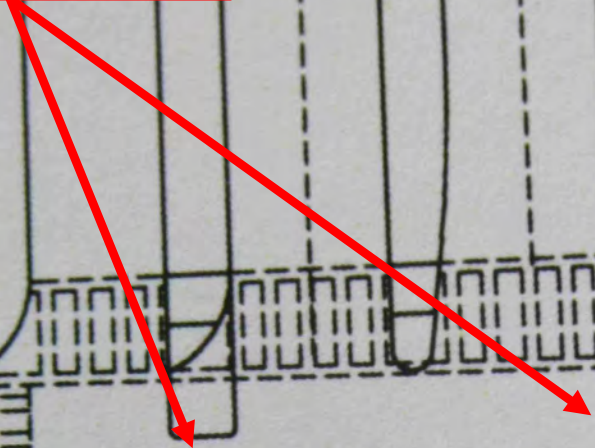
Close off Haight Access to Freeway



Source: Dehan Glanz (2019)

- Extend medians on Octavia across Haight
- Prohibit right and left turns from Haight to Octavia
- Allow Buses, Cyclists, & Pedestrians to move across Octavia

Haight Bus Slips



Haight

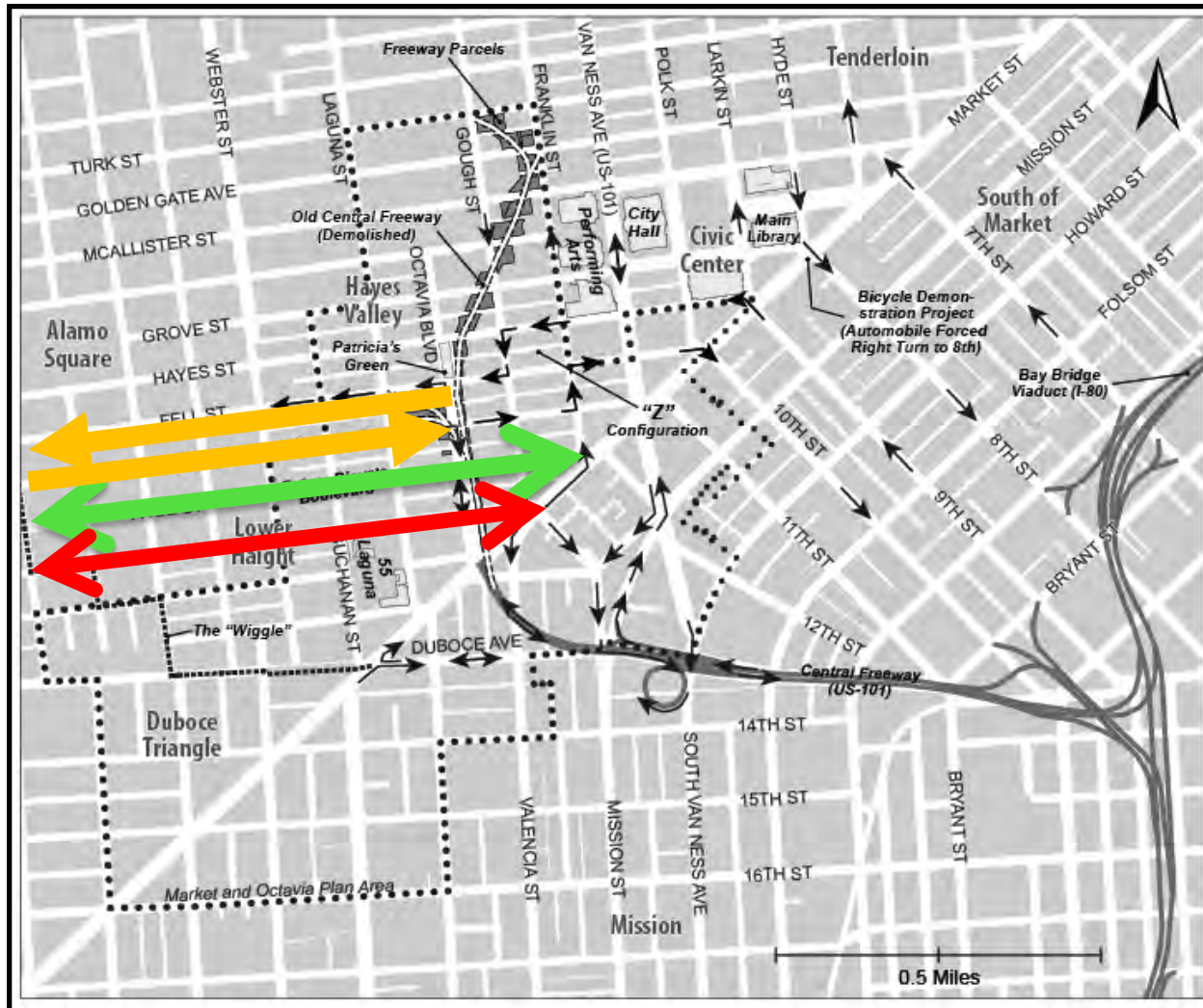
Octavia

Modal Hierarchy of Streets

Oak: Car/Taxi/Express Bus

Page: Bicycle Street

Haight: Public Transit Street



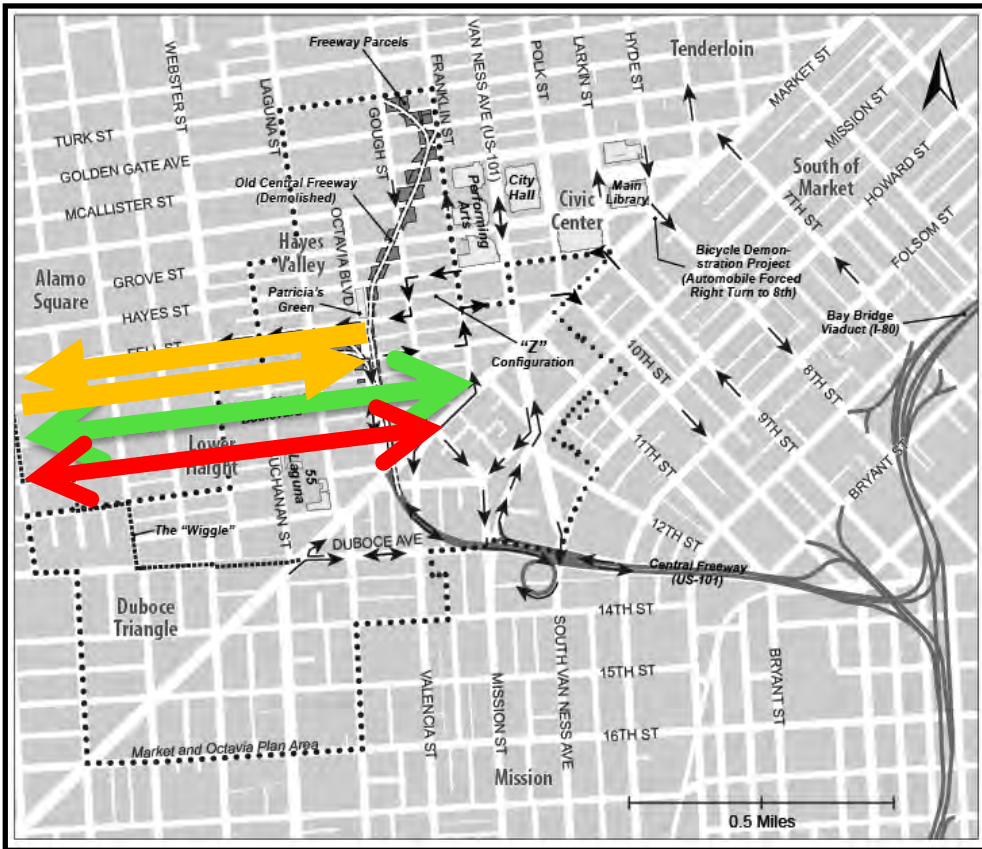
Oak & Fell Street Congestion Management

- Use of information technology to meter car traffic using traffic signals
- Avoid saturation of Oak Street by metering cars upstream – less traffic for Oak and Fell residents
- Portions of former third lane not used for bus queue jump can be used for green space on Oak and Fell, benefitting neighbors

Oak (and Fell) Mode Shift

- New express Muni bus on Oak & Fell (high frequency, all-day, weekends)
- Relieve capacity on N-Judah; Divert car trips to transit
- Bus Stops at Stanyan, Masonic, Divisadero, Fillmore, Octavia, Van Ness – to Civic Center BART (and Transbay Terminal?)

Oak (and Fell) Proposal (Long-term: 1-2 year)



- Reduce lanes on Oak to 2-lanes eastbound
- Reduce lanes on Fell to 2-lanes westbound
- Repurpose 3rd lane for new express bus queue jumps and bus stops

Oak: Car/Taxi/Express Bus

Page: Bicycle Street

Haight: Public Transit Street