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.
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.


Green: Page Cyclists
Red: Haight buses
When the Freeway was up, cars could not access from Page or Haight

Source: Lynn Creighton
City studies repeat and confirm: Page and Haight should NOT carry freeway traffic
Octavia Circulation Study (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”
“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

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

Source: Rendering by Dehan Glanz (2019)
Page @ Octavia (eastbound and westbound)

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

Source: Rendering by Dehan Glanz (2019)
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

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

Source: Dehan Glanz (2019)
Haight Bus Slips
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, Divisidero, 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