



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

Ocean Avenue Corridor Design Project Public Workshop #2 Summary

The second public workshop for the Ocean Avenue Corridor Design Project was held on Wednesday, May 14, 2014 from, 6 to 8 pm at Lick-Wilmerding High School. Approximately 25 people were in attendance.

The meeting began with a presentation. DPW Project Manager John Dennis gave an overview of the two projects and summarized feedback received at workshop #1 and the site walk. DPW Landscape Architect Martha Ketterer provided an overview of the proposed conceptual design for the streetscape improvements on Ocean Avenue from Manor to Phelan. Lily Langlois, San Francisco Planning Department Project Manager provided an overview of the four focus areas for further design work on Ocean Avenue from Phelan to San Jose.

Following the presentation, participants broke into two small groups to provide feedback on the near term construction project and the longer term design project. At the conclusion of the meeting, one person from each group summarized their group's discussion. This document summarizes the feedback received on the longer term design (Ocean Avenue from Phelan to San Jose).

EXERCISE #1: WHAT WE HEARD

The first small group exercise was designed to recap the feedback provided at the first workshop. One board summarized the few points heard at workshop #1 for four areas: Phelan/Geneva/Ocean Intersection, CCSF Pedestrian bridge & MUNI boarding Islands, Howth Intersection and I-280 off-ramp, Entrances to Balboa Park Station and Balboa Park. The following instruction was provided:

"We heard a lot of great ideas at the public workshop, site walk and online survey on how to improve this stretch of Ocean Avenue. Below is a summary of the key points that should be considered as we develop a new design for Ocean Avenue. Did we miss anything?"

In addition to the feedback already recorded, participants added a few points to consider in the design. This feedback is summarized on the following page.

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WHAT WE HEARD

We heard great ideas at the public workshop, site walk and from the online survey on how to improve this stretch of Ocean Avenue. Below is a summary of the key points to consider as we develop a new design for Ocean Avenue.

AREAS OF FOCUS FOR DESIGN + EXPLORATION



DID WE MISS ANYTHING?

Additions from Workshop #2 in RED

PHELAN/GENEVA/OCEAN INTERSECTION

- Safety concerns for people walking and riding bikes
- Traffic congestion
- Fast traffic
- Short pedestrian crossing times and narrow crosswalks
- Not enough landscaping and greening

Look at street adjacent to the gas station.
Improve safety crossing and moving around the intersection.

CCSF PEDESTRIAN BRIDGE & MUNI BOARDING ISLANDS

- Assess the removal of the pedestrian bridge
- Improve the condition of the pedestrian bridge; lighting, paint, cleaner
- Difficult access to the bridge
- Overall safety concerns
- Activate DPW owned parcels

Add Greening.
Calm traffic.
Too expensive to satisfy ADA?
Look at retaining wall and city college entrance along Ocean Avenue.

HOWTH INTERSECTION/ I-280 OFF RAMP

- Fast moving cars exit the I-280 freeway
- Safety concerns for people walking and riding bikes
- Better transit access to CCSF

Add flashing lights in ground to alert drivers of pedestrians crossing.

ENTRANCES TO BALBOA PARK STATION AND BALBOA PARK

- Both entrances are not inviting
- Improve walking experience between Balboa BART and the Ocean Avenue commercial corridor
- Not enough landscaping and greening
- Difficult to cross the street

Add art work at new BART plaza
Better unify the two plazas (Ocean & Geneva)
Seating at new BART plaza
Better access for pedestrians and bikes to park entrances.

For more information visit:
<http://oceanavenue.sfplanning.org>

EXERCISE #2: TRADEOFFS

The second small group exercise was designed to explore the issue of tradeoffs and have a conversation about the different ways space can be allocated within the roadway. The following introduction was provided:

“The goal of this exercise is to better understand your values and priorities. This feedback will guide the future design of Ocean Avenue. This exercise explores the trade-offs associated with re-designing a street. For example, more lanes of traffic, may speed travel time for cars or transit, but may mean narrower sidewalks and longer crosswalks. Wider sidewalks and shorter crossings improve pedestrian conditions, but may slow down cars or transit and reduce capacity. It is important to consider these trade-offs and the implications to people walking, riding bikes, using transit and drivers. For each set of images, participants will be asked to place a dot along the scale to indicate where their individual priorities fall along the spectrum.”

Five boards were placed on each table and facilitators guided the small group discussion. Participants were asked to place a dot along the scale to indicate where each of their individual priorities fell along the spectrum. Markings from all the tables were then consolidated into one set of boards.

Following the public workshop, the public was invited to provide feedback via a survey available on-line from May 14th to May 30th. An additional 33 surveys were submitted. A summary of the survey results on the tradeoff exercise is provided below.

BOARD 1 - More Space for Cars or More Space for Bikes

Adding a continuous bike facility along Ocean Avenue could make the corridor a much safer and more pleasant route for people riding bikes. It could also encourage people to bike rather than drive their car for shorter trips. Adding bike lanes could slow down the speed of vehicular traffic and reduce the capacity of the roadway.

- Workshop: Participants had mixed opinions about this tradeoff. Some participants were neutral, some favored more space for cars and some favored more space for bikes.
- Online Survey: Respondents prioritized more space for bikes.

BOARD 2 - Crossings that Favor Cars or Crossings that Favor People

Pedestrians could be made much more visible to drivers by improving how the intersection is designed and marked. These improvements could shorten the crossing distance for pedestrians and help to minimize conflicts between cars and people. Improvements aimed at favoring the needs of pedestrians could slow down cars.

- Workshop: Participants prioritized crossings that favor people over those that favor private vehicles.
- Online Survey: Respondents prioritized crossings that favor people over those that favor private vehicles.

BOARD 3 – More Space for Transit or More Space for Cars

Prioritizing space on the roadway for transit could mean more efficient and reliable transit service. These improvements could also slow down the speed of vehicular traffic and reduce the capacity of the roadway.

- Workshop: Participants prioritized more space for transit over those that favor private vehicles.
- Online Survey: Respondents prioritized more space for transit over those that favor private vehicles.

BOARD 4 - More Space for Parking or More Sidewalk Space

By removing a few parking spaces right at the corners, sidewalks can be widened creating areas to gather and an opportunity to add greening or other sidewalk amenities. Widening the sidewalk at the corner also shortens the crossing distances for pedestrians and makes pedestrians more visible to oncoming traffic.

- Workshop: Participants prioritized more sidewalk space over more space for parking.
- Online Survey: Respondents prioritized more sidewalk space over more space for parking.

BOARD 5 - More Space for Sidewalk Amenities or More Space for Walking

Wider sidewalks provide more space to walk, increase the buffer between cars and people, allow for more generous landscaping and tree planting, and shorten the distance a pedestrian must cross. Wider sidewalks can be programmed with sidewalk amenities such as greening and seating. The space can also be left open and provide more space for people to walk.

- Workshop: Participants prioritized more space for sidewalk amenities over more space for walking.
- Online Survey: Respondents prioritized more space for sidewalk amenities over more space for walking.

MORE SPACE FOR CARS OR MORE SPACE FOR BIKES

WORKSHOP RESULTS



ONLINE SURVEY RESULTS

Question #1

	MORE SPACE FOR CARS			NEUTRAL			MORE SPACE FOR BIKES	
	12.1%	9.1%	6.1%	18.2% (6)	6.1%	12.1%	36.4%	
	(4)	(3)	(2)		(2)	(4)	(12)	

CROSSINGS THAT FAVOR CARS OR CROSSINGS THAT FAVOR PEOPLE

WORKSHOP RESULTS



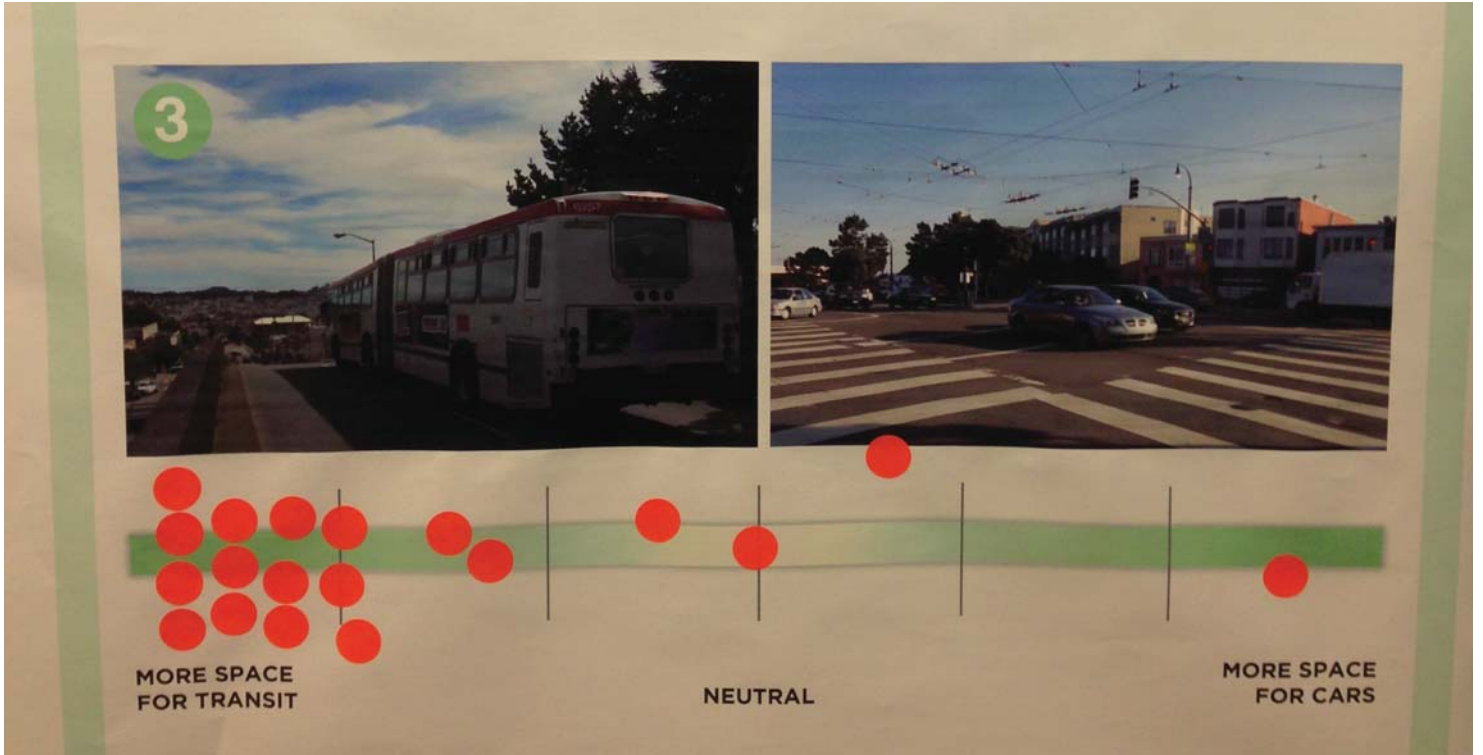
ONLINE SURVEY RESULTS

Question #2

	CROSSINGS THAT FAVOR CARS		NEUTRAL			CROSSINGS THAT FAVOR PEOPLE	
	3.0% (1)	0.0% (0)	0.0% (0)	12.1% (4)	12.1% (4)	6.1% (2)	66.7% (22)

MORE SPACE FOR TRANSIT OR MORE SPACE FOR CARS

WORKSHOP RESULTS



ONLINE SURVEY RESULTS

Question #3

	MORE SPACE FOR TRANSIT			NEUTRAL			MORE SPACE FOR CARS
	45.5%	9.1%	3.0%	21.2% (7)	9.1%	3.0%	9.1%
	(15)	(3)	(1)		(3)	(1)	(3)

MORE SPACE FOR PARKING OR MORE SIDEWALK SPACE

WORKSHOP RESULTS



ONLINE SURVEY RESULTS

Question #4

	MORE SPACE FOR PARKING		NEUTRAL		MORE SIDEWALK SPACE		
	12.1% (4)	0.0% (0)	3.0% (1)	24.2% (8)	12.1% (4)	15.2% (5)	33.3% (11)

MORE SPACE FOR SIDEWALK AMENITIES OR MORE SPACE

WORKSHOP RESULTS



ONLINE SURVEY RESULTS

Question #5

	MORE SPACE FOR SIDEWALK AMENITIES		NEUTRAL			MORE SPACE FOR WALKING	
	36.4% (12)	24.2% (8)	15.2% (5)	18.2% (6)	3.0% (1)	0.0% (0)	3.0% (1)