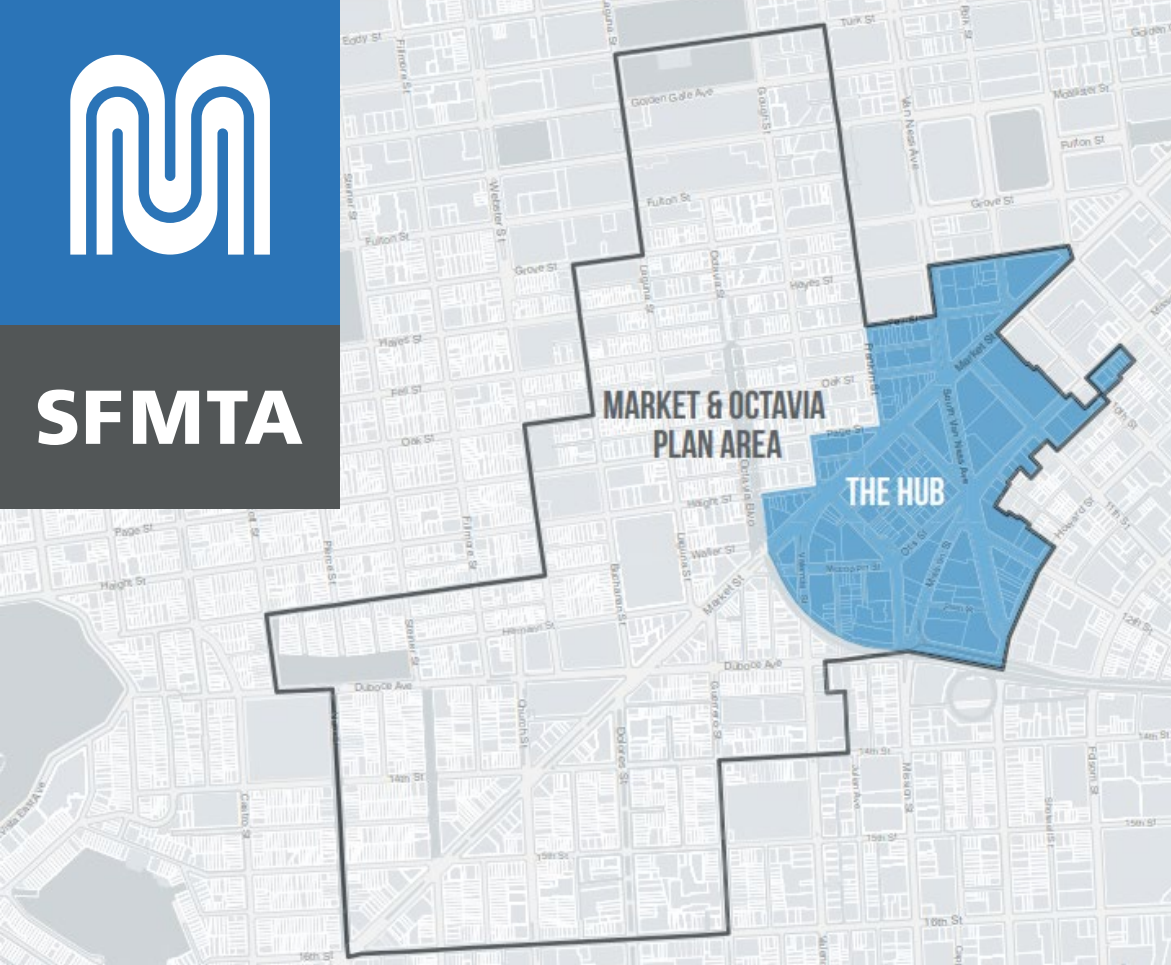




SFMTA

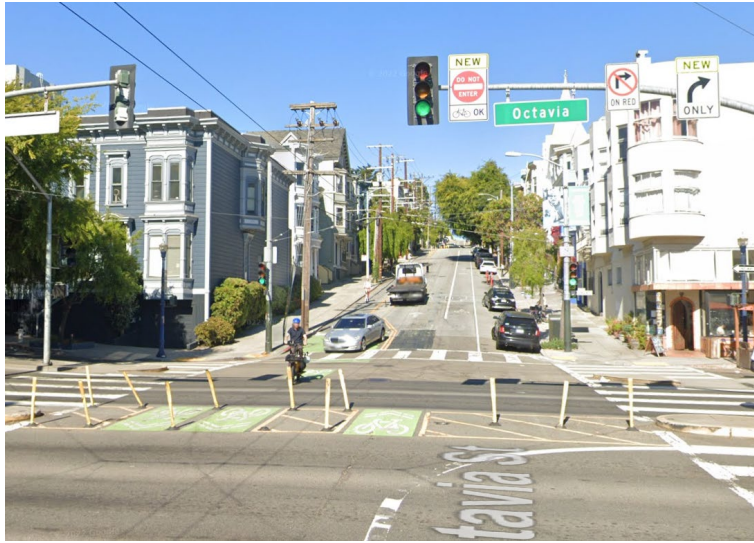


Transportation Projects Update

Market Octavia Community Advisory
Committee (MOCAC) Dec 16, 2024

Casey Hildreth and Grant Brokl,
SFMTA Livable Streets Division

Hayes Valley Area Projects



Active Projects / Initiatives

- 13th Street Protected Bike Lanes
- Western Addition Signals
- **Page Slow Street**
- Hayes Street weekend closures

Upcoming Projects

(Octavia Study recommendations)

- Westbound Fell at Octavia turn lanes
- Octavia Blvd Enhancement Program: reboot of prior planning/concept design for crossings and local lanes



Note: The potential for new Oak/Fell bulb-outs and other SFCTA study recommendations is undergoing additional feasibility and cost review

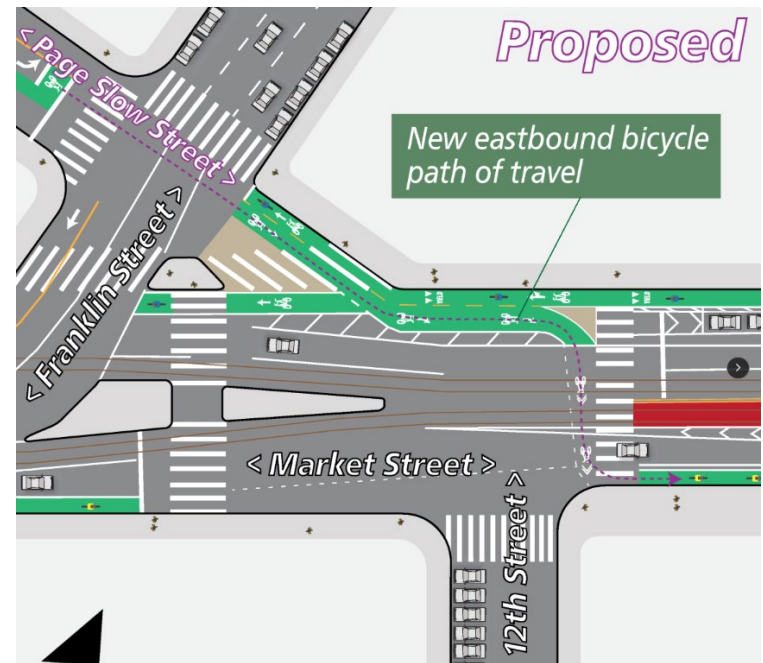
Page Slow Street

Proposed Improvements

- Concrete island and signage upgrades for existing diverter and paddle locations
- Revised Octavia and Market intersections
- School zone-focused traffic calming

Timeline

- Final outreach (virtual open house and public hearing) in early 2025
- SFCTA fund request (spring 2025)
- Phased/rolling implementation 2025-2027
- More information at www.sfmta.com/pagestreet



Octavia Enhancement Concepts (2016)



ENHANCE THE PUBLIC REALM

Parks and streets have always been some of the most important places in our cities. Public spaces are where we come together, meet, socialize, celebrate, relax, and collaborate. Our streets and sidewalks are the public spaces that belong to us all and make up the floor of our city -- shouldn't we demand more from them? Could these spaces be performative landscapes that fulfill a variety of ecological and social needs beyond simply serving as routes for traffic circulation?

EMBRACE NATURAL SYSTEMS

Reconnecting with nature is essential to our happiness and experiences as human beings, but these experiences with the natural world can be difficult in the heart of our urban little 7 mile x 7 mile postage stamp of San Francisco. By expressing the ecology that helps our city function we are able to surround ourselves with more green space, and create more opportunities to connect with nature.

KEEP THE LOCAL LANE LOCAL

The local lanes of Octavia Boulevard are meant to be extensions of the pedestrian realm, with slow moving vehicles for local access only. Yet currently, the lanes are used as a cut-through and pedestrian comfort is limited. To safeguard against unnecessary traffic while supporting new development, the local lanes should prioritize local circulation and slow speeds.



Hayes Street Car-Free Weekends

- Two-day recurring closures/'openings' re-approved by SFMTA Board in November 2024 for an additional year
- Goal to revisit closure details in 2025



Octavia at Fell (potential focus area)



Thank you!

Casey Hildreth –
Casey.Hildreth@sfmta.com

Grant Brokl – Grant.Brokl@sfmta.com