



SFMTA



Page Street Neighborway

Phase One - Webster to Gough Street

Project Summary

MOCAC

Nov 16, 2020

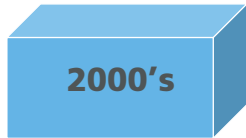
Project Timeline

Market Octavia Plan

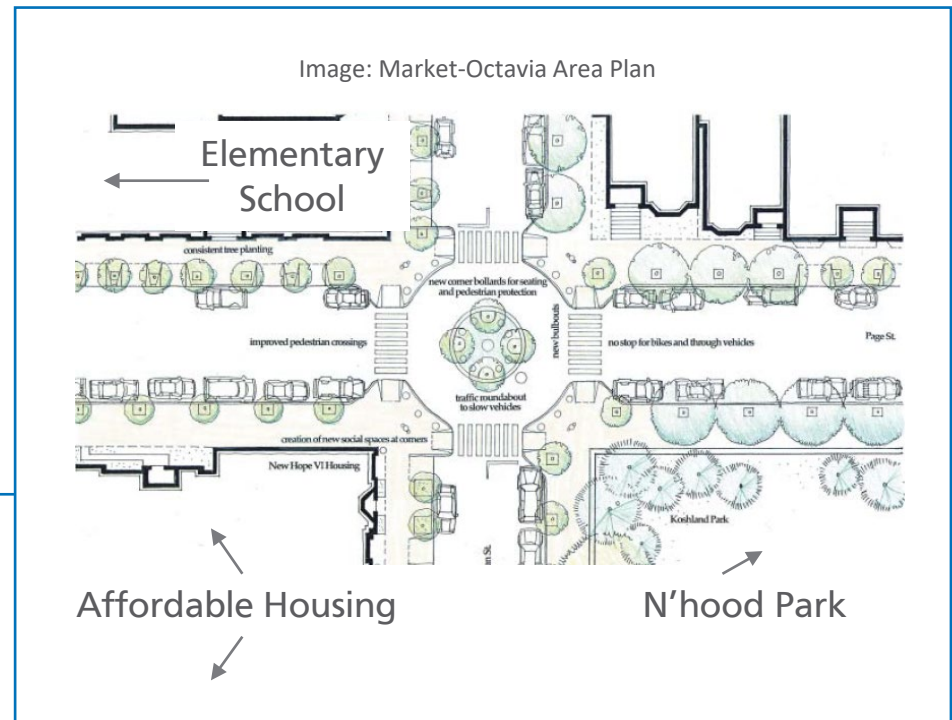
Planning & Outreach

Design

Construction



- Vision for walkable, bikeable, mixed-income neighborhood
- Established funding for improvements (impact fees)
- Page/Buchanan concept



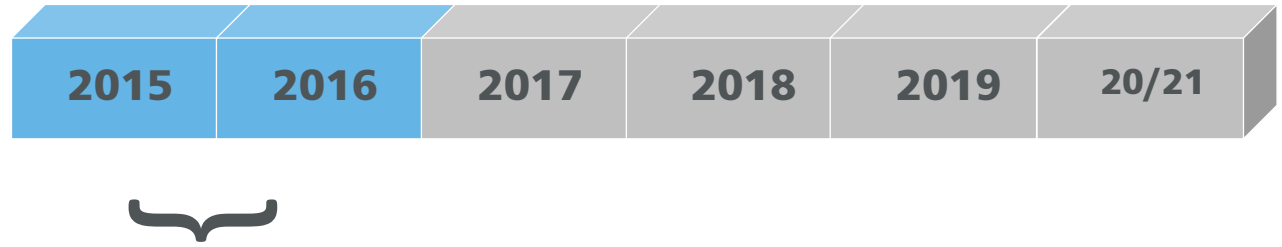
Project Timeline



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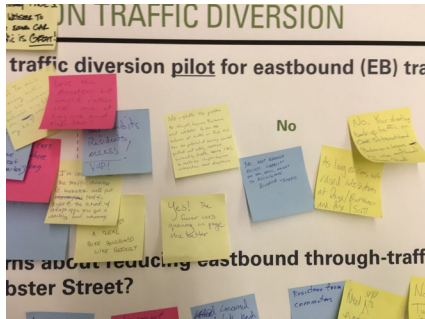
Issues

- Chronic congestion with cars accessing Octavia/freeway
- More bikes than cars in the morning peak hour (~300/hr)
- Page/Octavia on High-Injury Network (Vision Zero)

Meetings & Outcomes

- Fall 2015 “Walk & Talk” led to near-term improvements (center-running bike lane)
- 2015 and 2016 open houses as part of Octavia Enhancement Project & Lower Haight Public Realm Plan
- Page Street center-running bike-lane implemented

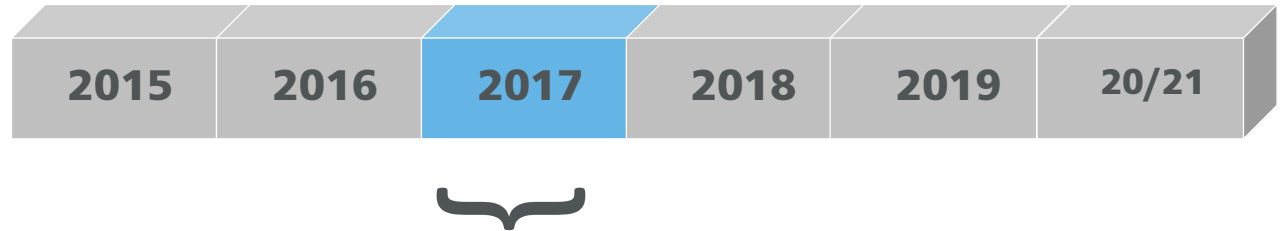
Project Timeline



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Meetings & Outcomes

- Stakeholder meetings with John Muir Elementary, Zen Center, Market-Octavia CAC, Hayes Valley Neighborhood Association
- March 2017 combined open house with Lower Haight Public Realm Plan
- Clear support for greening improvements and pilot measure to “do something”



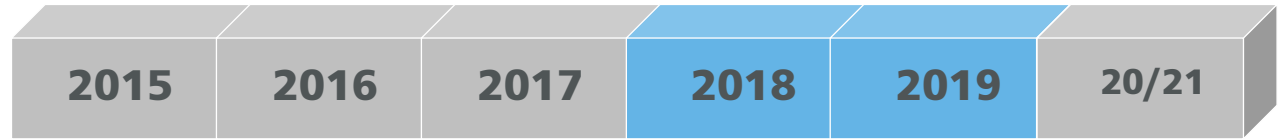
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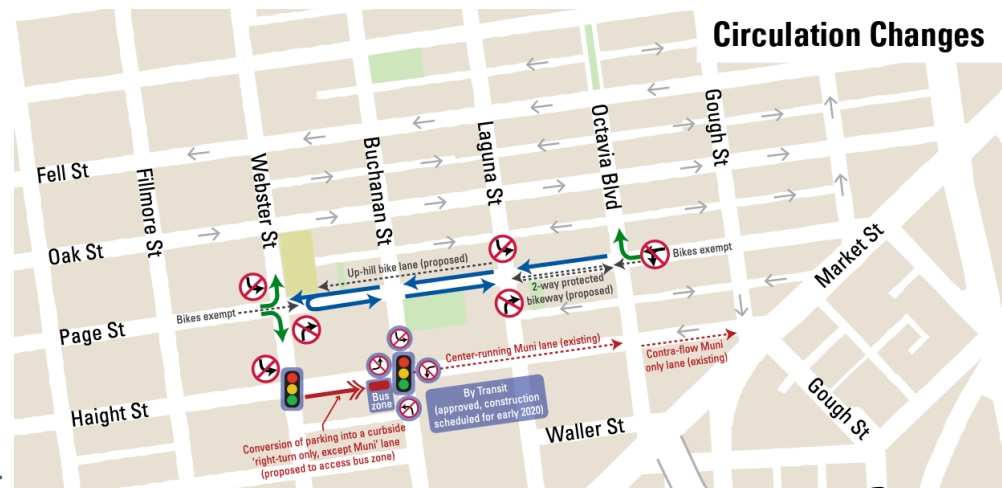
Planning & Outreach

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- Neighborway parking and traffic calming changes approved in 2018, project enters detailed engineering phase
- Separate Page Street bikeway pilot project developed and approved in 2019
- Additional outreach includes Haight Street merchant & Hayes Valley Apartment stakeholder meetings, public open house



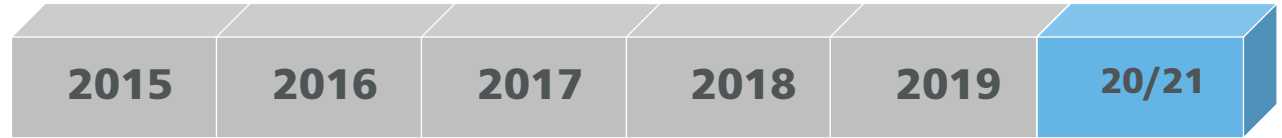
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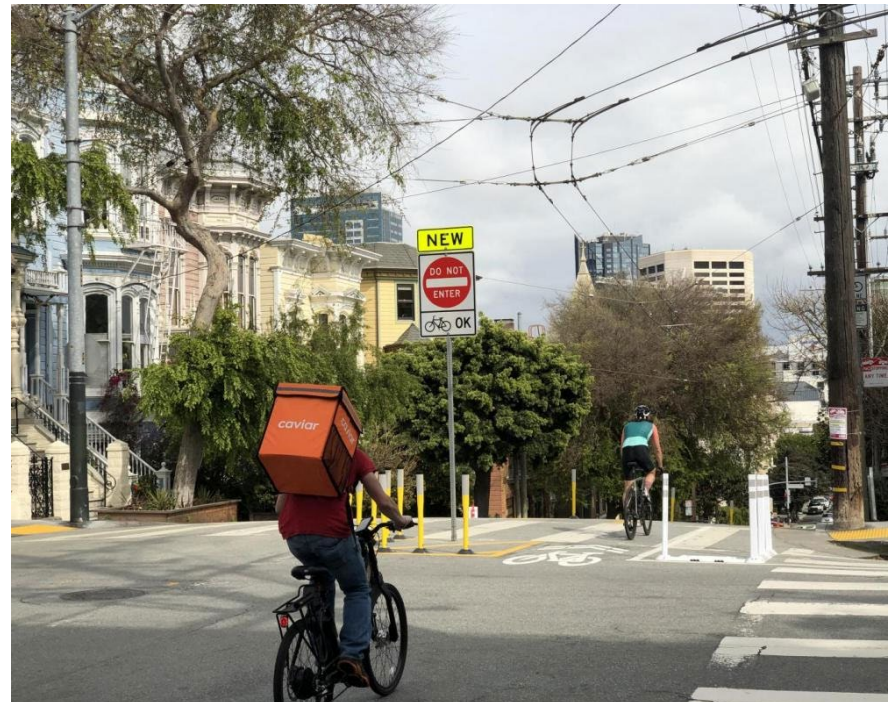
Planning & Outreach

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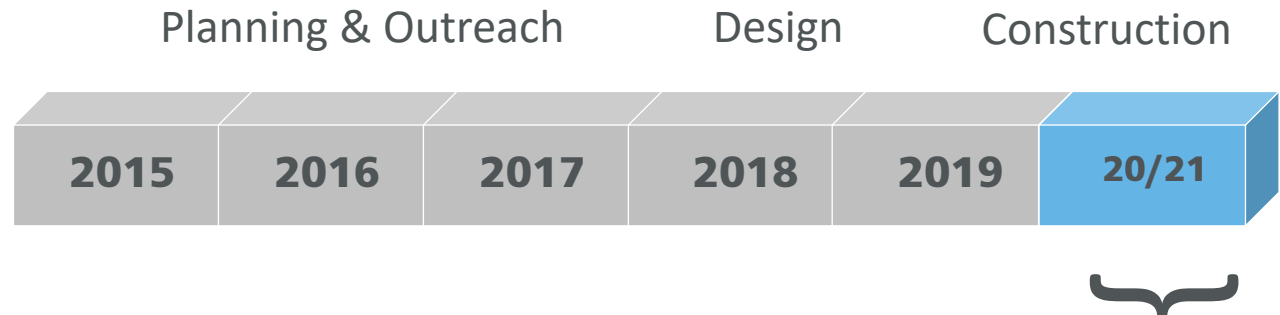
Construction



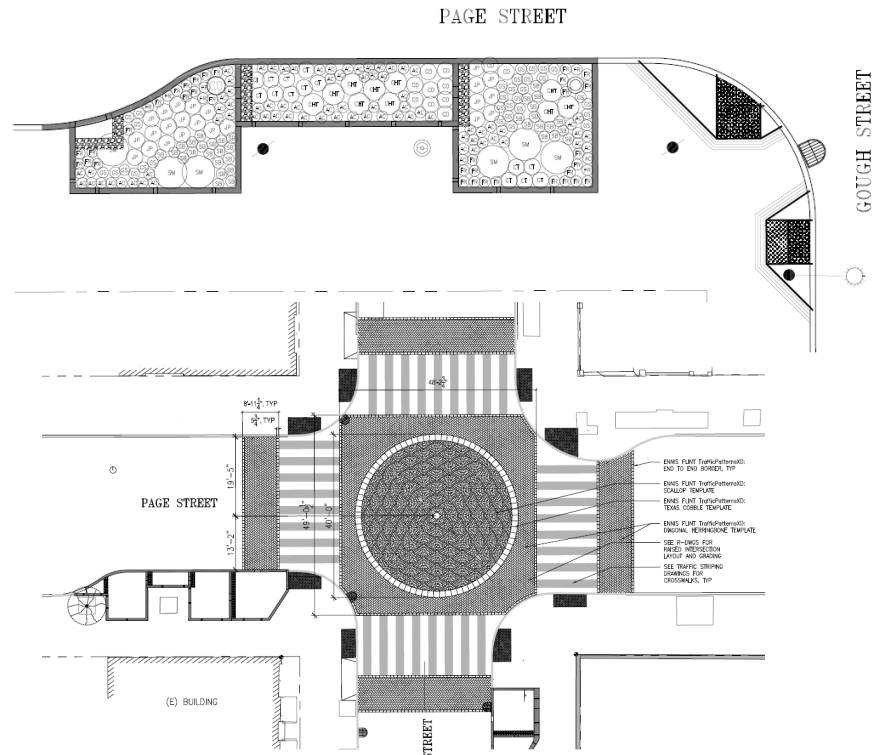
- Bikeway pilot implemented March 2020
- Page Slow Street implemented summer 2020
- Page Neighborway finalizes design
 - \$2.5m construction estimate (previously budgeted \$1.5m)
- NOW: SFMTA seeking to finalize funding plan for construction
- Spring 2021: expected start of construction



Project Timeline



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PAGE STREET NEIGHBORWAY - Webster to Buchanan

Proposed Changes

Streets



Widened sidewalks at the corners (called 'bulbouts') to help slow turning vehicles, improve walkability by shortening crossing distances, and provide room for landscaped **rain gardens** and rest areas.

Bulbouts with rain gardens help capture and treat stormwater, and can provide seating and other landscaping/habitat opportunities



Traffic-calmed or 'raised' intersection to slow vehicles and bicycles where it's most needed (at pedestrian crossings); also provides neighborhood gateway opportunity with special paving and other features.

Raised intersections help calm traffic, prioritize pedestrians, and provide unique neighborhood character (Image: NACTO)



Eastbound traffic diverter to force vehicles off Page Street at (or prior to) Webster Street, which would cut traffic volumes by more than half between Koshland Park and John Muir Elementary School – reducing noise, air pollution, and conflict while maintaining two-way circulation for parking and bicycles.



www.sfmta.com/PageStreet

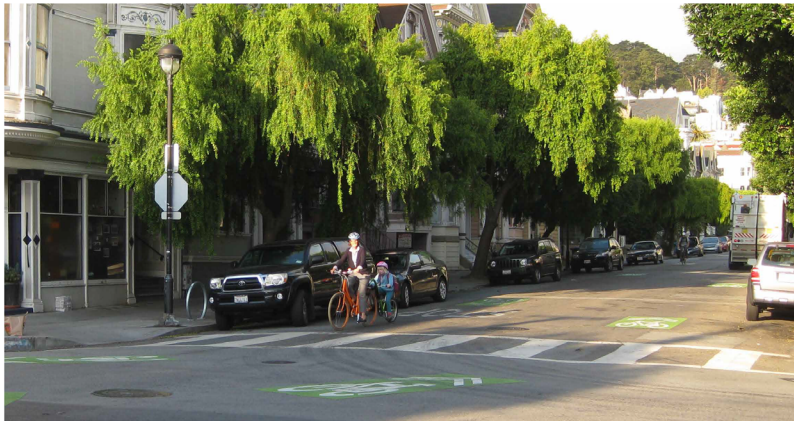
Project Proposal

WHAT IS A NEIGHBORWAY?

The SFMTA is hoping to apply the “neighborway” concept to Page Street to create a safe, pleasant east-west route for people walking and biking in the Hayes Valley and Haight neighborhoods. The neighborway isn’t a new idea, though. Neighborways are residential streets designed for low vehicle traffic and speeds, where children can play and people walking and biking are given priority. They’ve been implemented throughout the U.S. and Canada, including in cities like Seattle, Portland, and Chicago.

Neighborways:

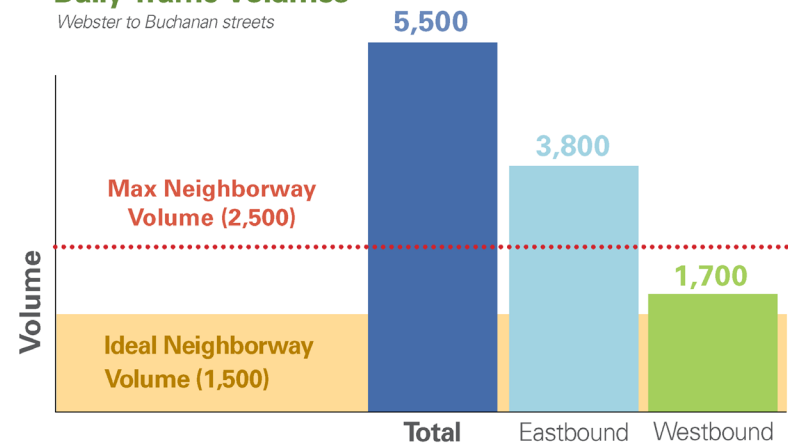
- **Serve as active transportation connections** between parks, schools, business districts, and where people live.
- **Use traffic calming measures** such as speed humps or raised crosswalks and traffic diversion to achieve the slower speeds and lower traffic volumes that make them a more pleasant place to walk and bike.
- **Provide connectivity** to the broader bicycle route network.
- **Ideally have street trees and other landscaping elements** to provide a sustainable, comfortable urban environment - especially if located along the City’s *Green Connections Network* (www.sf-planning.org/green-connections)



Page Street Existing Speeds and Traffic Volumes

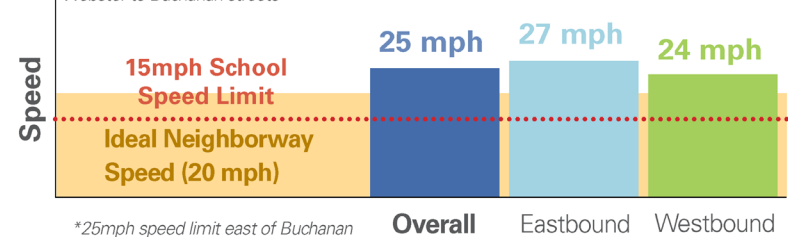
Daily Traffic Volumes

Webster to Buchanan streets



Speeds (85th Percentile)

Webster to Buchanan streets*



*25mph speed limit east of Buchanan