

# PAGE STREET NEIGHBORWAY

*“Phase One” from Market Street to Webster Street*

[SFMTA.COM/PAGESTREET](http://SFMTA.COM/PAGESTREET)

MARCH 2018



In February 2016, striping changes on Page Street near Octavia Boulevard helped reduce conflicts between bicyclists, pedestrians, and vehicles waiting to turn onto Octavia Boulevard.

Page Street is an important corridor for the Hayes Valley / Lower Haight neighborhoods, especially for families with children attending John Muir Elementary School and residents walking to nearby destinations including Koshland Park. Page Street is also a critical east-west bicycle route, where there are often more bicyclists than vehicles coming down the hill toward downtown in the morning commute. Lastly, Page Street has become an increasingly popular route for drivers seeking to access Octavia Boulevard and the Central Freeway, resulting in significant traffic congestion throughout the day, poor air quality, excessive noise, and conflicts between roadway users.

To address conflicts between roadway users and to promote a walkable, bikeable, and calmer neighborhood street, the San Francisco Municipal Transportation Agency (SFMTA) and partner city agencies are proposing to upgrade Page Street between Market and Stanyan streets into a “neighborway,” with an initial focus on the segment of Page Street between Market and Webster streets in Hayes Valley.

# What Is a 'Neighborway'?

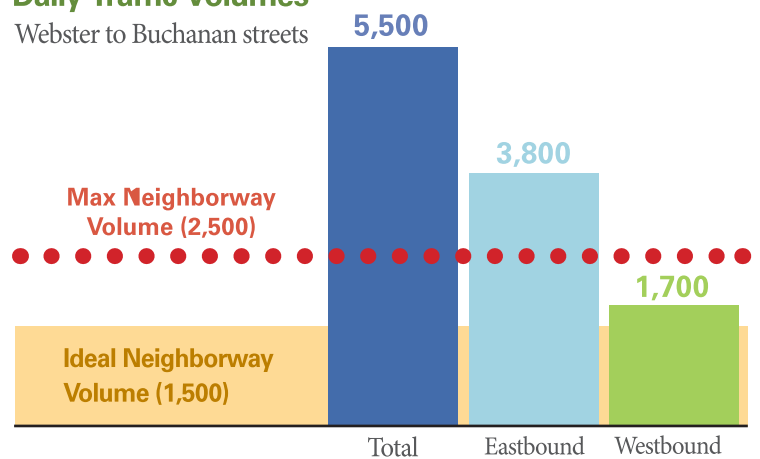
Neighborways are residential streets designed for low vehicle traffic and speeds, where children can feel safer and people walking and biking are given priority. They provide both local connections to schools, parks, and nearby services; and linkages to the citywide bikeway network. Ideal neighborways are quieter, slower, and 'greener' than nearby arterial streets, providing a bit of refuge in a busy city. Although called by other names in other cities, the 'neighborway' concept has been implemented throughout North America, including in U.S. cities like Seattle, Portland, and Palo Alto, CA.



Photo of a typical neighborway with low vehicle traffic and speeds, where children can play and people of all ages walking and biking are given priority.

## Daily Traffic Volumes

Webster to Buchanan streets



Page Street in Hayes Valley currently carries more than twice the recommended maximum number of vehicles for a neighborway. For Page Street to work as a calm, quiet street this will require measures that reduce the overall volume of traffic.

# Who Was Consulted and What Is Proposed?

For nearly two years, the SFMTA engaged the community on the Octavia Boulevard Enhancement Project ([sfmta.com/octavia](http://sfmta.com/octavia)), which included public open houses and regular communication with the Hayes Valley Neighborhood Association (HVNA) and the Market-Octavia Community Advisory Committee (MOCAC). The need to address safety and congestion on Page Street was prioritized throughout this process, which led to bike 'spot improvements' in 2016/2017 and the creation of the Page Street Neighborway "Phase One" project. A separate "Phase Two" effort will begin later in 2018 to solicit public input and propose designs for Page Street between Webster and Stanyan streets.



The current “Phase One” proposal to improve Page Street in Hayes Valley consists of the following:

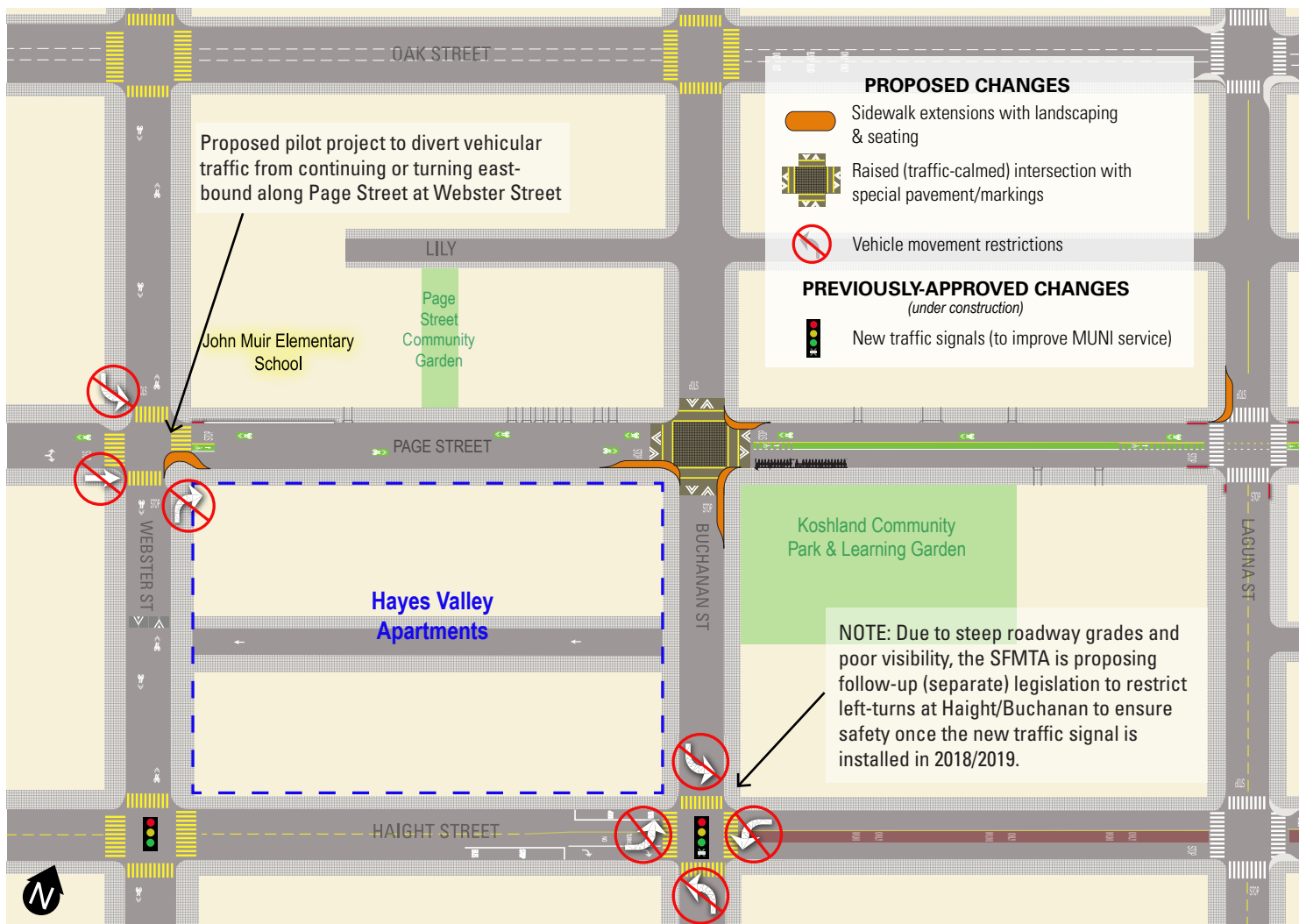
- 1. Six concrete bulbouts** to improve pedestrian comfort and safety, help calm traffic at intersections, and provide landscaping and other greening opportunities
- 2. A raised intersection at Buchanan and Page streets**, which may include special paving and other decorative streetscape elements
- 3. A traffic diverter (circulation change) at Webster Street**, which would prohibit traffic from continuing eastbound on Page Street past Webster Street in order to limit overall traffic volumes on Page Street. This diverter is proposed as a pilot project, meaning it would be implemented for a one-year trial basis and made permanent only after a comprehensive evaluation confirms no problematic impacts to surrounding streets.

The project proposal was shown and discussed most recently at a March 2017 public open house held at John Muir Elementary. Public feedback was generally positive, although various questions were raised about the pilot traffic diverter proposal and, to a lesser extent, the parking loss. Both project materials and a summary of public comments are available at [www.sfmta.com/pagestreet](http://www.sfmta.com/pagestreet).

## What Are The Impacts?

To make room for widened sidewalks and the traffic diverter, approx. 14 parking spaces would be removed between Webster and Gough streets on or adjacent to Page Street. Traffic that is currently using Page Street eastbound to reach Octavia Boulevard would have to use parallel streets such as Oak or Haight streets or find an alternative route to the freeway. Page Street in this area would remain two-way, and would become a much calmer, quieter, and safer corridor for residents and those traveling on foot or by bike.

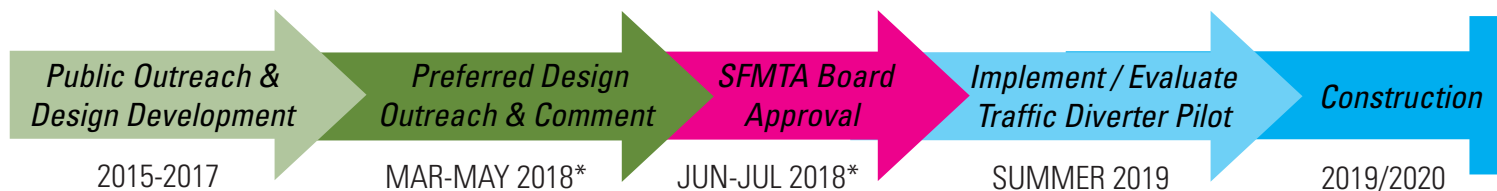
# Project Map *(Focus Area of Webster to Laguna Only)*



Page Street Neighborhood proposal for Webster to Laguna streets. Additional bulbouts (not shown) are also proposed for the Gough/Page intersection east of Octavia Boulevard.

## Project Timeline

SFMTA staff will be seeking approval from the SFMTA Board in mid 2018, at which point an additional 8-12 months would be needed for detailed design. Construction is expected by early 2020, with implementation of the pilot diverter in summer 2019 (pending approvals).



\* SFMTA Engineering Public Hearing and SFMTA Board Meeting dates to be confirmed in early 2018, subject to change.



### Questions or Concerns?

Visit [sfmta.com/pagestreet](http://sfmta.com/pagestreet) or contact Jenn Chan at [jennifer.chan@sfmta.com](mailto:jennifer.chan@sfmta.com) or 415-646-2789