

PROJECT UPDATE - PAGE STREET NEIGHBORWAY

The **Page Street Neighborway** project aims to make the corridor a safer, more pleasant place to walk and bike; and to enhance landscaping and urban habitat. The first phase of the project (Market to Webster streets) has been active since 2015, while the segment from Webster to Stanyan streets will be prioritized in future years.

After years of public engagement, the project has resulted in the following:

1. **Completion of an eastbound, center-running bike lane from Octavia to Buchanan streets (2016/17)**
2. **SFMTA Board approval of parking changes to support sidewalk bulbouts and traffic calming at the Page/Buchanan intersection (2018)**
3. **Documented support for exploring turn restrictions and other measures to reduce overall vehicle volumes on Page Street**

IN 2019, THE SFMTA WILL SEEK APPROVAL AND IMPLEMENTATION OF A PILOT EFFORT TO REDUCE VEHICLE TRAFFIC VOLUMES ON PAGE STREET IN HAYES VALLEY.



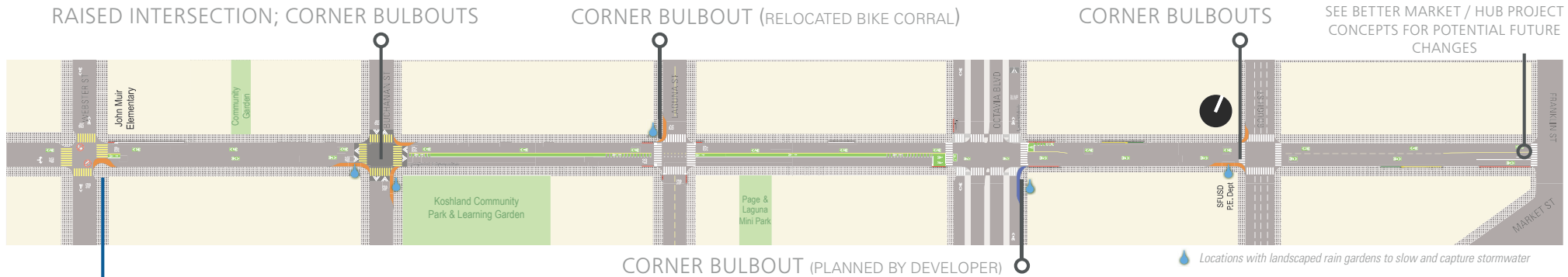
Page Street is one of the busiest bicycle routes in the city (especially eastbound) but is not wide enough for bike lanes in both directions. In order to address conflicts with congestion and right-turning vehicles at Octavia Blvd, the SFMTA installed a center-running, downhill bike lane that generally has been well-received and improving safety for all users.



San Francisco Public Works is currently approaching the 65% design milestone for six sidewalk extensions (four of which will include landscaped rain gardens) and a raised intersection at Page and Buchanan streets. The approx. \$2 million project was approved by the SFMTA Board in 2018 and is expected to start construction in late spring 2020.



PROJECT OVERVIEW

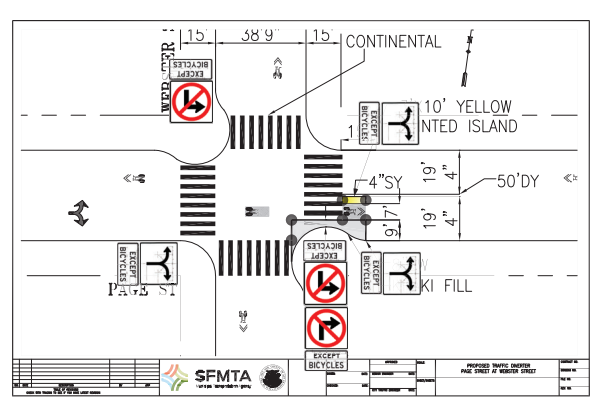


PROPOSED PILOT TRAFFIC RESTRICTIONS

PILOT PREFERRED LOCATION

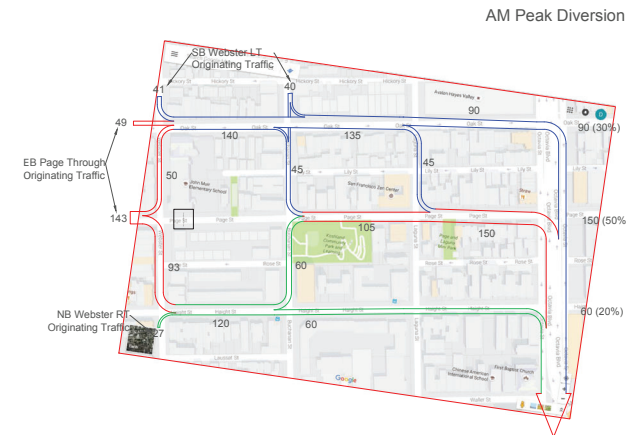
Of all the locations considered, Webster Street is identified as the preferred location to test diversion of eastbound traffic on Page Street for the following reasons:

- Reduces traffic the most in front of school drop-off zone, supporting safer school access and improved air quality
- Balances trade-offs by providing a potential 'release valve' for Oak Street congestion (maintains access to Octavia from Page via Buchanan and Laguna streets)
- If successful, could be made permanent by widened sidewalk that also contributes to improved school access



Temporary Pilot Diverter Draft Design

By adding flexible 'safe hit' posts, paint, and signage the SFMTA could introduce low-cost and reversible changes to test the viability of circulation changes before more permanent measures are considered



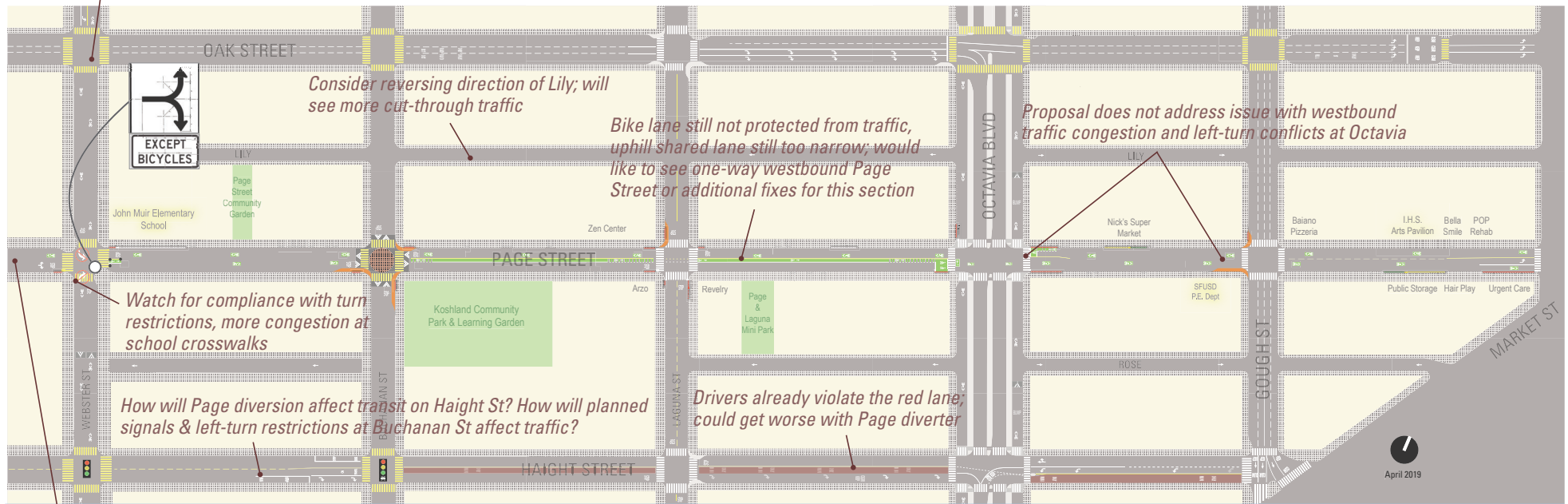
2016 Diversion Assumptions (Traffic Model)

Shown for discussion purposes only. Baseline volume data will be updated as part of evaluation plan, and actual traffic impacts will be assessed after installation of pilot and potential corrective/supporting measures

WHAT WE'VE HEARD (ISSUES AND CONCERNS)

The proposal for a pilot effort to test traffic restrictions at Webster Street is itself an acknowledgement that there will be trade-offs with reducing vehicular through traffic on Page Street, and that the outcome is not certain. Below is a select list of issues and concerns that have communicated to (or within) the SFMTA.

This intersection (and Oak St in general) is already bad; don't make conditions worse



Consider reversing direction of Lily; will see more cut-through traffic

Bike lane still not protected from traffic, uphill shared lane still too narrow; would like to see one-way westbound Page Street or additional fixes for this section

Proposal does not address issue with westbound traffic congestion and left-turn conflicts at Octavia

Watch for compliance with turn restrictions, more congestion at school crosswalks

How will Page diversion affect transit on Haight St? How will planned signals & left-turn restrictions at Buchanan St affect traffic?

Drivers already violate the red lane, could get worse with Page diverter

Where else will traffic go? Will Page congestion just move to the Webster to Fillmore block?

We could debate this proposal endlessly, just try something

If the same number of vehicles are entering the freeway at Market St, what else really matters in terms of traffic impacts?

DON'T SEE YOUR ISSUES OR CONCERNS IDENTIFIED? ADD THEM TO THE MAP OR FILL OUT A COMMENT CARD!



Page Street Neighborway Project - June 2019

SFMTA.com/PageStreet

PILOT PROPOSAL - DRAFT TIMELINE & NEXT STEPS

The **Page Neighborway Traffic Diversion Pilot** is tentatively proposed as a 16-month pilot project with two potential evaluation periods - one 'pre' and one 'post' construction of previously approved changes to Page and Haight streets - to inform whether the proposed traffic restrictions should remain or be removed/altered.

2019

May to August

RE-COLLECT BASELINE TRAFFIC DATA

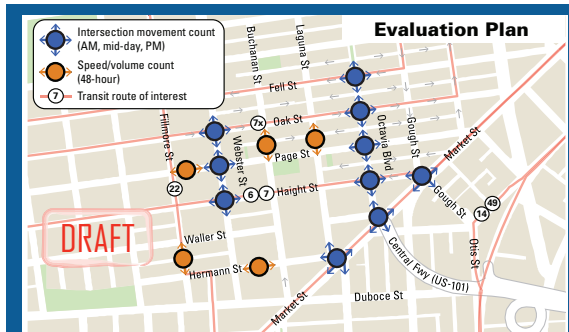
Intersection and midblock counts collected in May; additional observations expected through summer into start of 2019/2020 school year

CONSIDER REVISIONS TO PILOT PROPOSAL, UPDATE ENVIRONMENTAL DOCUMENT & EVALUATION PLAN

June to Sept/Oct

FINAL PUBLIC OUTREACH & SFMTA BOARD HEARING

Additional outreach (to be determined) with SFMTA Board meeting anticipated in late September or early October



* October IMPLEMENT PILOT

Use holidays as 'settling in' period

2020

January to May

INITIAL "POST" DATA COLLECTION & ASSESSMENT

Re-collect traffic data and compare to evaluation metrics; consider corrective/additional measures as needed and present findings

CONSTRUCTION IMPACTS (TENTATIVE)

Data collection on hold as Page sidewalk/traffic calming, Haight Street traffic signals are under construction & school is out

June - August

FINAL EVALUATION & RECOMMENDATIONS

Additional data collection in fall 2020 and final evaluation to determine whether pilot installation should be removed or made permanent, and if any additional measures should be considered or approved

Sept 2020 - Feb 2021

The evaluation plan will consider changes in vehicle volumes, transit travel times on adjacent corridors, driver compliance and behavior, safety (collisions), and stakeholder preferences when making an assessment of whether pilot treatments should be removed, modified, or made permanent.