

THIS PRINT COVERS CALENDAR ITEM NO.: 15

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving the addition of Page Street into the Slow Streets Program; and approving the Page Slow Street Project, including implementation of turn and through-traffic restrictions on Page Street between Stanyan Street and Octavia Boulevard, converting Page Street between Octavia Boulevard and Laguna Street to one-way westbound except for bicycles, establishing a Class II bikeway westbound on Page Street from Octavia Boulevard to Webster Street, a Class III bikeway eastbound on Page Street from Buchanan Street to Laguna Street, and a Class IV bikeway eastbound on Page Street from Laguna Street to Octavia Boulevard, and approving related parking and traffic modifications as set forth in Items A through K below.

SUMMARY:

- The Page Slow Street Project was developed with neighborhood input between 2015 and 2022, including through temporary and pilot installations since early 2020.
- This item establishes Page Street as a Slow Street, turn and through-traffic restrictions between Stanyan Street and Octavia Boulevard, a one-way street on the Octavia-Laguna block, and bikeways between Webster Street and Octavia Boulevard.
- The Planning Department determined that the proposed Page Slow Street Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.
- Item J is subject to Board of Supervisors review pursuant to Ordinance 127-18.

ENCLOSURES:

1. SFMTAB Resolution
2. SF Planning Department Letter of General Plan Consistency
3. Overview of Proposed Page Slow Street Project
4. Project Design Drawings

APPROVALS:

	DATE
DIRECTOR 	<u>January 11, 2023</u>
SECRETARY 	<u>January 11, 2023</u>

ASSIGNED SFMTAB CALENDAR DATE: January 17, 2023

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PURPOSE

Approving the addition of Page Street into the Slow Streets Program; and approving the Page Slow Street Project, including implementation of turn and through-traffic restrictions on Page Street between Stanyan Street and Octavia Boulevard, converting Page Street between Octavia Boulevard and Laguna Street to one-way westbound except for bicycles, establishing a Class II bikeway westbound on Page Street from Octavia Boulevard to Webster Street, a Class III bikeway eastbound on Page Street from Buchanan Street to Laguna Street, and a Class IV bikeway eastbound on Page Street from Laguna Street to Octavia Boulevard, and approving related parking and traffic modifications as set forth in Items A through K below.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

- Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
- Goal 4: Make streets safer for everyone.
- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.
- Goal 7: Build stronger relationships with stakeholders.

This action also supports the City's Transit First Policy with the following principles:

- 2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- 3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- 5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- 6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
- 10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

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DESCRIPTION

Background

The Page Slow Street Project extends on Page Street between Stanyan Street (near the eastern edge of Golden Gate Park) to Octavia Boulevard. Page Street is a two-way residential street and a popular east-west active-transportation corridor. In the General Plan, Page Street is both a designated bike route and a Green Connection because of its connectivity to schools and parks.

The proposed project has been referred to both as a Neighborway and a Slow Street. However, given the recommendation to include Page Street in the Slow Streets Program, the project name is now the Page Slow Street Project.

Oak and Fell streets run parallel to the north and serve as arterial routes carrying vehicle traffic between the Central Freeway and San Francisco's western neighborhoods. Haight Street runs south of Page Street and is the primary commercial street and east-west transit corridor through the communities it intersects. The east end of Page Street lies in the Hayes Valley and Lower Haight neighborhoods, near the geographic center of San Francisco, where several crosstown arterial corridors intersect, including the east-west Oak/Fell and north-south Franklin/Gough one-way couplets. Octavia Boulevard replaced the Central Freeway north of Market Street in 2005 and moves traffic on and off the remaining portion of the Central Freeway and these one-way crosstown arterial couplets.

Before the pandemic, people driving towards Octavia Boulevard to access the Central Freeway were increasingly queuing on residential and transit-priority streets, including Page Street, instead of arterial corridors. In 2018, average daily traffic (ADT) was approximately 5,200 vehicles on Page Street between Buchanan and Laguna streets, with 293 eastbound vehicles observed in the AM peak hour approaching Octavia Boulevard. Page Street between Filmore and Laguna streets is located on the City's Vision Zero High-Injury Network – the 12% of streets where 68% of severe and fatal traffic injuries occur. There were 16 reported collisions between 2014 and 2019; of these collisions, 11 involved a person bicycling, and three involved one or more pedestrians (including one child struck while walking to school).

Between 2015 and 2018, SFMTA staff engaged with the community, developing several safety upgrades for Page Street including an eastbound center-running bike lane between Buchanan Street and Octavia Boulevard to address 'right-hook' collisions, and corner sidewalk extensions (bulb-outs) and other streetscape enhancements between Webster and Gough streets (currently under construction as of December 2022). While these measures helped reduce conflicts for people bicycling and walking, they did not address the primary issue of drivers queuing and turning to access the freeway and the underlying traffic-safety problems and chronic congestion that remained on Page Street.

In 2019, SFMTA staff developed the *Page Street Bikeway Improvements* pilot to test the effects of restrictions on freeway-bound traffic and bikeway upgrades between Webster Street and

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Octavia Boulevard. Establishing traffic diverters for eastbound traffic at Webster Street and westbound traffic at Octavia Boulevard and converting the Octavia-Laguna block to be one-way westbound (away from Octavia Boulevard) were approved by the SFMTA Board as a temporary pilot measure in November 2019 and implemented in March 2020, just days before beginning the COVID-19 shelter-in-place. In 2020 as a response to the pandemic, the SFMTA also added temporary measures to limit non-local traffic farther west on Page Street from Webster Street to Stanyan Street as part of the *COVID-Response Slow Streets* program.

After more than two years of additional outreach and real-time evaluation, SFMTA staff found that the temporary changes associated with both the Page pilot and emergency-response Slow Street successfully created a safer environment for active transportation without substantially affecting crosstown vehicle traffic congestion or transit travel times on Haight Street. The SFMTA recommends permanently approving these local-access-only treatments, bicycle facility changes, and freeway-access restrictions between Stanyan Street and Octavia Boulevard and to establish Page Street as a Slow Street. Staff also recommend adding new eastbound and westbound traffic diversion at Divisadero Street, complementing similar measures at the Stanyan Street and Masonic Avenue intersections approved in summer 2022 and installed in fall 2022.

California Vehicle Code Slow Street Program Allowance

In 2021, the California State Legislature adopted Assembly Bill 773, effective January 1, 2022, to allow cities to implement non-emergency slow streets under an established slow streets program. This revision to the California Vehicle Code (CVC), in section § 21101(f), explicitly allows slow street programs to “limit access and speed on a street using roadway design features, including... islands, curbs, or traffic barriers.” In December 2022, the SFMTA Board of Directors adopted a citywide Slow Streets Program (Resolution No.221206-116). The table below provides the requirements of a slow streets program as defined by the CVC and how the SFMTA has and will continue to fulfill these requirements for the Page Street corridor.

CVC Slow Streets Program Requirement	SFMTA Compliance
Conduct an outreach and engagement process that includes notification to residents and owners of property abutting any street being considered for inclusion in the slow streets program.	SFMTA staff have engaged in extensive outreach with the community since 2019 to develop the proposed changes on the Page Street corridor. Mailed notices promoting the SFMTA Board of Directors hearing on Page Street’s inclusion in SFMTA’s Slow Streets Program were mailed to all addresses within one block of the Page Street corridor, joining regular email/online updates and on-street postings.
Determine that the closure or traffic restriction leaves a sufficient portion of the	SFMTA staff comprehensively studied impacts on adjacent corridors, including Oak

streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic.	and Haight streets (parallel corridors), as discussed in the ‘Evaluation Summary’ section below. Traffic restrictions on Page Street were not found to affect operations on adjacent streets.
Provide advance notice of the traffic restriction to residents and owners of property abutting the street.	SFMTA staff provided, and will continue to provide, mailed notices, on-street postings, email/online updates, and direct correspondence with community groups to notice the proposed traffic changes.
Clearly designate the street closure or traffic restriction with signage in compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD).	Standard CA MUTCD-approved traffic signs are and will be used to communicate traffic restrictions. As the CA MUTCD does not include standardized regulatory slow street signs, SFMTA materials include signs that meet applicable CA MUTCD requirements for visibility, letter height, and other details. If the CA MUTCD adds standardized signage for slow streets, the SFMTA will use applicable signage.
Determine that the closure or traffic restriction is necessary for the safety and protection of persons who are to use that portion of the street during the closure or traffic restriction.	SFMTA Slow Streets are safer places for residents using all modes of transportation. The ‘Evaluation Summary’ section below cites a reduction in vehicle volumes and speeds and, subsequently, fewer conflicts with vulnerable users along Page Street.
Maintain a publicly available internet website with information about its slow streets program, a list of streets that are included in the program or are being evaluated for inclusion in the program, and instructions for participating in the public engagement process.	Since the initial outreach to develop the traffic restrictions in 2019 and through the present, SFMTA staff maintain sfmta.com/PageStreet and a project email list, joining the general sfmta.com/SlowStreets website and other project collateral.

Implementation of Circulation Element of the City’s General Plan

In addition to CVC § 21101(f), CVC § 21101(g) provides that “local authorities ... may adopt rules and regulations by ordinance or resolution on the following matters: . . . (g) Prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a general plan adopted pursuant to Article 6 (commencing with Section 65350) of Chapter 3 of Division 1 of Title 7 of the

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Government Code. The rules and regulations authorized by this subdivision shall be consistent with the responsibility of local government to provide for the health and safety of its citizens.” As discussed in the August 2021 post-pandemic Slow Streets [staff report](#), in an April 12, 2021 memo, the Planning Department Director determined that Slow Streets help implement the General Plan’s Transportation Element, complement the City’s bicycle and pedestrian network, and create public space for community activity or gatherings, all in alignment with the General Plan’s vision for San Francisco.

In addition, on October 30, 2019, the Planning Department Director determined that prohibiting entry onto Page Street at select locations would help to implement Objective 15 and Objective 18 of the City’s General Plan’s Transportation Element pursuant with CVC § 21101(g) and would be consistent with the City’s Better Streets Plan (adopted in 2010 and incorporated by reference into the San Francisco General Plan) by allowing the right-of-way to be allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, enhancing neighborhood livability, and supporting adjacent land uses. (See Enclosure 2- SF Planning Department Letter of General Plan Consistency).

PROJECT ELEMENTS

Incorporating Page Street into the Slow Streets Program

These restrictions are currently in place on a temporary emergency COVID-Response Slow Streets basis but would be made permanent with this project proposal.

This Project would incorporate Page Street into the citywide Slow Streets Program adopted by the SFMTA Board of Directors on December 6, 2022 (Resolution No.221206-116; San Francisco Transportation Code, Division II, Section 207). On Page Street between Stanyan Street and Octavia Boulevard, through vehicle traffic will continue to be restricted (except for bicycles, local access, and emergency-vehicle access) to reduce vehicle volumes and create a more attractive environment for walking, bicycling, and other active modes of transportation. Barriers at intersections controlled by a stop sign will be maintained at the block entrance, except those blocks receiving other treatments as described below.

With SFMTA Board approval of adding Page Street into the Slow Streets Program, consistent with San Francisco Transportation Code Division II, Article 200, the SFMTA can design and install traffic calming and traffic diversion in addition to or in place of existing Slow Streets elements as needed to meet Program criteria following a public hearing.

Traffic Diversion on Page Street at Divisadero Street

On Page Street at Divisadero Street (a signalized intersection), new traffic measures will require eastbound and westbound vehicle traffic on Page Street to turn right onto Divisadero Street (except for bicycles and emergency vehicle access). Further, northbound left turns and southbound left turns from Divisadero Street onto Page Street will be restricted at all times.

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The proposed traffic diverter will prioritize walking and bicycling on Page Street across Divisadero Street, replace the community-placed barriers, and make it easier to turn right onto Page Street from Divisadero Street. Left turn restrictions on Divisadero Street will also help reduce delays for Muni's 24 line and crosstown traffic.

Traffic Diversion on Page Street at Webster Street

Note: These restrictions are currently in place on a temporary pilot basis but would be made permanent with this project proposal.

People driving eastbound on Page Street will continue to be required to turn right or left at Webster Street. Northbound right turns and southbound left turns from Webster Street onto eastbound Page Street will also continue to be prohibited (except for bicycles and emergency vehicles).

These turn restrictions are intended to maintain low vehicle volumes on Page Street near John Muir Elementary School to improve traffic safety for students. The primary school loading zone is located on the north side of Page Street between Webster and Buchanan streets, with westbound access to this loading zone unaffected by the proposed restrictions. Students often walk on this block to Koshland Park on Buchanan Street south of Page Street for activities.

Traffic Diversion on Page Street at Octavia Boulevard

Note: These restrictions are currently in place on a temporary pilot basis but would be made permanent with this project proposal.

People driving westbound on Page Street will continue to be required to turn right at Octavia Boulevard (except for bicycles and emergency-vehicle access). Access to the first block of Page Street west of Octavia Boulevard is possible by turning right from the southbound Octavia Boulevard.

These restrictions are intended to discourage excessive congestion and traffic impacts on Page Street from drivers waiting to turn left (south) onto Octavia Boulevard and reduce overall traffic volumes. Before the piloted changes, westbound vehicle queues regularly backed up to Gough Street, affecting traffic on Gough Street and limiting the ability of people biking to travel safely westbound on Page Street.

Protected Bikeway and One-Way Page Street from Laguna Street to Octavia Boulevard

Note: These changes are currently in place on a temporary pilot basis but would be made permanent with this project proposal.

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The block of Page Street between Octavia Boulevard and Laguna Street (a two-way street before the pilot) will continue as a one-way westbound street for vehicles with a contra-flow (eastbound) Class IV protected bikeway and westbound (uphill) Class II bike lane. To provide space for the protected bikeway, 20 parking spaces on the south side of the street will be removed permanently. On Page Street between Laguna and Webster streets, the westbound Class II bike lane will be maintained and officially replace the pre-pilot eastbound center-running Class II bike lane. Eastbound Page Street from Buchanan Street to Laguna Street will include Class III bicycle shared-lane markings.

The proposed changes are intended to limit vehicle access to the Central Freeway from eastbound Page Street, add protection for the eastbound bikeway on one block, and add a dedicated bicycle lane uphill (westbound) for three blocks. Combined with the previously discussed eastbound and westbound turn restrictions, vehicle traffic on Page Street between Webster Street and Octavia Boulevard will continue to be significantly reduced.

Class IV Protected Bikeway

As discussed above, an eastbound Class IV protected bikeway is proposed on Page Street from Laguna Street to Octavia Boulevard.

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. The Project would use plastic delineators as physical separation. Prior to the piloted changes, vehicle encroachment into the bike lane was a frequent occurrence and forced people who already are riding bikes in the center of the roadway (and exposed to both eastbound and westbound traffic) to make potentially unsafe passing and other maneuvers. The protected bike lane reduces the frequency of vehicles stopped in the bike lanes, improves safety, and provides a more inviting facility and greater sense of comfort for bicyclists.

Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

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The proposed protected bikeway on Page Street meets these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria for the Project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting facility and greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board of Directors as part of this calendar item. Lastly, the Project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that parking protected bikeways require the following features:

- A separated bikeway, like a bike lane, is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white (yellow to separate opposing directions of traffic) lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeway for Page Street will conform to these NACTO design guidelines. The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works to ensure accessibility for all street users. It was also reviewed by the San Francisco Fire Department.

Proposed Traffic and Parking Modifications

Items G, I, J, and K require SFMTA Board Approval as they establish a one-way street and bikeways. Although Transportation Code, Division II, Section 201 subsections (a) and (b) delegate to the City Traffic Engineer the authority to approve Items A through F, as they establish turn restrictions for traffic diverters, and Item H, as it upgrades a Class II bikeway to Class IV bikeway, staff recommend that the SFMTA Board approve these items as part of the Page Slow Street Project.

- A. ESTABLISH – NO LEFT TURN – Divisadero Street, southbound, at Page Street;
Divisadero Street, northbound, at Page Street
- B. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES – Page Street, westbound,
at Divisadero Street; Page Street, eastbound, at Divisadero Street
- C. ESTABLISH – RIGHT OR LEFT TURN ONLY, EXCEPT BICYCLES – Page Street,
eastbound, at Webster Street

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- D. ESTABLISH – NO RIGHT TURN, EXCEPT BICYCLES – Webster Street, northbound, at Page Street
- E. ESTABLISH – NO LEFT TURN, EXCEPT BICYCLES – Webster Street, southbound, at Page Street
- F. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES – Page Street, westbound, at Octavia Boulevard
- G. ESTABLISH – ONE-WAY STREET, EXCEPT BICYCLES – Page Street, westbound, from Octavia Boulevard to Laguna Street
- H. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY) – Page Street, eastbound, from Laguna Street to Octavia Boulevard
- I. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) – Page Street, westbound, from Octavia Boulevard to Webster Street
- J. ESTABLISH – CLASS III BIKEWAY (SHARED LANE) – Page Street, eastbound, from Buchanan Street to Laguna Street
- K. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Page Street, south side, between Laguna Street and Octavia Boulevard

EVALUATION SUMMARY

The Page pilot and COVID-Response Slow Street were implemented in early spring 2020, allowing for more than two years of evaluation and observations. The project team reviewed traffic circulation, safety, transit performance, and compliance with traffic controls.

Safety and Mobility on Page Street

The Page Slow Street Project’s primary goal is to reduce vehicle volumes on Page Street and create a more attractive environment for walking, bicycling, and other active modes of transportation.

A review of traffic counts before and after the Page pilot and COVID-Response Slow Street were implemented shows an increase in people walking and bicycling and a significant decrease in vehicle volumes across reviewed intersections. With traffic diverters installed between Webster Street and Octavia Boulevard, volumes were reduced under 1,000 vehicles per day.

Since the pilot and implementation of slow-street measures, people walking and bicycling comprise a larger share of users on Page Street. At Masonic Avenue, this number increased from 36% in 2017 to 81% in 2021. At Webster Street, where a traffic diverter was piloted, the number of pedestrians and bikes increased from 31% in 2019 to 87% in 2021.

During the evaluation period, staff observed a small number of low-speed ‘close calls’ between people bicycling and oncoming traffic going around slow-street barriers, informing minor adjustments in the field and the proposed addition of traffic diverters at signalized intersections.

Freeway Access and Regional Traffic

A key finding is that the number of people driving on and off the Central Freeway at the Octavia Boulevard and Market Street intersection did not change from before the Page pilot implementation to after the traffic restrictions were added. In the morning, approximately 1,100 northbound and 1,700 southbound vehicles traveled through the intersection before and during the Page pilot. In the afternoon, about 1,300 northbound and 1,700 southbound vehicles were observed before and during the pilot. This result confirms that the Project did not significantly affect regional traffic capacity; the same number of people are able to access the Central Freeway but no longer use Page Street to do so.

Traffic Operations on Oak and Haight Streets

The project team reviewed changes in the lengths of vehicles queued on Oak and Haight streets (parallel corridors) to access Octavia Boulevard and the freeway. Vehicle queues on Oak Street in 2019 before the pilot and pandemic's effects on commute patterns extended as far as between Fillmore and Steiner streets (4-5 blocks) during the morning and between Buchanan and Webster streets (2-3 blocks) in the afternoon peak periods. As measured in summer 2022, queues on Oak Street are shorter, extending between Buchanan and Webster streets (2-3 blocks) in the morning and near Buchanan Street (approximately two blocks) in the afternoon.

Queuing on Haight Street also improved compared to pre-project/COVID conditions when it was common for vehicle queues to stretch beyond Buchanan Street (the western limit of the center-running Muni-only lane) to Webster Street. In summer 2022, vehicle queues typically extended near Laguna Street in the morning and afternoon peak hours, rarely beyond Buchanan Street. Though there have been significant changes in travel and commute patterns due to the pandemic, these results show that congestion on Oak and Haight streets has not worsened due to vehicle restrictions on Page Street.

Staff also reviewed incidents of “blocking the box,” defined as vehicles stopping in an intersection due to downstream traffic congestion, obstructing crosswalks and cross-street traffic. Before the Page pilot, approximately 30-50% of traffic-signal cycles on Oak Street between Fillmore and Buchanan streets had instances of “blocking the box.” Intersection and crosswalk blocking after the Page pilot are still similarly prevalent, but since vehicle queues are shorter, they impact fewer intersections – most commonly, the Laguna and Buchanan intersections.

Though these results show decreases in queues, neighbors on Oak Street report additional congestion during peak periods and high rates of speed during less busy times, further detailed in the “Stakeholder Engagement” section below.

Neighborhood Traffic Circulation

The project team reviewed changes in traffic volumes on Laguna Street, a neighborhood-collector street one block west of Octavia Boulevard susceptible to congestion due to its direct

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connection with Guerrero Street and the Mission District grid. Compared with 2018 data (before the Page pilot), traffic volumes were approximately 70-90% of pre-project/COVID levels during peak periods and about 60% of pre-project levels mid-day.

Staff also reviewed changes in wrong-way driving on the two one-way westbound alleys connecting with Octavia Boulevard – Lily Street and Rose Street. Even before the Page pilot, some drivers were tempted to drive against the legal (westbound) direction of traffic to bypass traffic on surrounding streets and access the Central Freeway. On Lily Street, wrong-way driving (eastbound) was observed to be approximately 20% of traffic; on Rose, it was around 10% of traffic. Though some people enter illegally from Laguna Street to access residential driveways more quickly, the bulk of these illegal maneuvers were people driving the entire block length. Staff is separately addressing this issue by installing more prominent “Do Not Enter” signs at the Laguna Street end in early 2023 and, pending effectiveness, could consider traffic calming measures to manage speeds.

Transit Performance on Haight Street

The project team reviewed eastbound Muni travel times on the 6 and 7 lines traveling on Haight Street to determine whether additional traffic would divert from Page Street to Haight Street and result in delays to Muni buses. Staff compared three-month average travel times across several periods from the Fillmore Street bus stop to the Gough Street bus stop before and during the Page pilot and concluded there are no significant changes in Muni travel times between periods. Travel times along this segment were 65 seconds before the changes were made and approximately 56 seconds during the pilot.

Staff also observed violations of the red-colored Muni-only lane on eastbound Haight Street between Buchanan Street and Octavia Boulevard. While some drive in this lane illegally to cut queued traffic and turn right on Octavia Boulevard, most people wait in the queue, and staff did not observe instances of drivers appreciably delaying Muni buses across Octavia Boulevard.

Compliance with Traffic-Control Measures

Staff regularly observed drivers’ compliance with the traffic diverters installed at the Webster Street, Laguna Street, and Octavia Boulevard intersections. While a minority of people illegally drive around the traffic diverters, there is an overall safety benefit of the reduced vehicle traffic. These locations may be considered for more robust design measures in the future (such as concrete medians or curbs) to improve compliance. Some constituents mentioned safety issues of community-installed barriers at signalized intersections. These barriers were recently replaced by SFMTA-installed diverters at Stanyan Street and Masonic Avenue, and are proposed to be replaced at Divisadero Street.

STAKEHOLDER ENGAGEMENT

Public Outreach Prior to Page Street Bikeway Improvements Pilot Approval and Installation

From 2015 through 2018, SFMTA staff engaged the Hayes Valley and Lower Haight communities on traffic issues on and around Page Street as part of the *Octavia Boulevard Enhancement Project*, later evolving into the separate *Page Street / Octavia Boulevard Bicycle Spot Improvements* and *Page Street Neighborway* projects. The SFMTA held more than a dozen public meetings and pop-up events where approximately 500 participants discussed community issues related to traffic safety, congestion, and neighborhood livability.

SFMTA staff began distinct outreach for the *Page Street Bikeway Improvements* pilot in summer 2019. Project staff met with neighborhood groups including Hayes Valley Neighborhood Association and Lower Haight Merchants and Neighbors Association, institutions including the French American International School and the San Francisco Zen Center, merchants including Two Jacks Nik's Place, S&W Market, Mercury Café, and Nick's Market, and neighbors on Page, Haight, and intersecting streets including Hayes Valley Apartments.

On August 27, 2019, SFMTA hosted an open house and public hearing at John Muir Elementary School, with over 150 attendees. SFMTA additionally tabled at Sunday Streets Western Addition and performed door-to-door outreach to all addresses on Page Street and Haight Street in the Page pilot project area.

Public Outreach (2020 to 2022)

Since implementing the Page pilot and COVID-Response Slow Street in winter/spring 2020, SFMTA staff engaged Page Street stakeholders by attending over 20 virtual and in-person meetings, including a walk-through organized by District 5 Supervisor Preston's office, where community members provided in-depth feedback on the project. Other groups and institutions engaged during the process included:

- **Neighborhood/community groups**
 - Haight-Ashbury Neighborhood Council (HANC)
 - Lower Haight Merchants and Neighbors Association (LoHaMNA)
 - Hayes Valley Neighborhood Association (HVNA)
 - Hayes Valley (HV) Safe
 - Hayes Valley Apartments (HVA)
 - Slow Page Street / Page Slow Street [community group]
 - Walk San Francisco
 - San Francisco Bicycle Coalition
- **Institutions**
 - San Francisco High School of the Arts (Stanyan-Shrader block)
 - Urban School of San Francisco (Ashbury-Masonic block)

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- FACES SF [early childhood education] (at Masonic)
- French-American School – Maternelle campus (Baker-Broderick block) and Main campus (Gough-Franklin block)
- Chinese-American School – early-childhood campus (Gough-Franklin block) and lower-school campus (Waller Street, Laguna-Octavia block)
- John Muir Elementary School (Webster-Buchanan block)
- Second Union Baptist Missionary Church (Pierce-Steiner block)
- First San Francisco Baptist Church (Waller Street, Laguna-Octavia block)

The project team worked with members of the Second Union Baptist Missionary Church (Pierce-Steiner block) to understand how they serve a community where many members were displaced from living in the neighborhood but continue being part of it. As attendees of the church are local traffic and able to drive on the street, staff received positive feedback on the slow-street measures so long as they continue to operate an informal but effectively managed double-parking scheme on Sundays and significant mid-week events.

In October 2020, after the Page pilot and COVID-Response Slow Street was in place for six months, staff developed and launched a public-perception survey. Almost 900 people responded, with most being multi-modal – a roughly equal number of people said they walk, drive, bicycle, and ride transit. Of the respondents, 77% said their sense of safety and neighborhood livability increased, and 85% of respondents support permanently limiting through traffic on Page Street; 75% strongly support this concept. A complete survey summary is available on the project website, sfmta.com/pagestreet.

On August 24th, 2022, SFMTA hosted an outdoor open house on the corner of Page Street and Webster Street, adjacent to John Muir Elementary School and the Hayes Valley Apartments. Approximately 50 people attended, including many who came upon the event unplanned while walking in the neighborhood. Attendees were enthusiastic about how the changes have made the community closer and the street safer. Feedback was overwhelmingly positive and focused on spot improvements to make specific intersections safer, including turning off arterial streets.

Over the eight years of public engagement focused on traffic safety for Page Street and surrounding streets, staff received several hundred public comments at meetings or by email and corresponded with hundreds of community members. Notices were posted along Page Street, hand-delivered, or mailed to project-area residents and businesses to promote outreach events and hearings. For the public-perception survey in 2020 and this SFMTA Board hearing, staff sent a mailer to all residents within one block of Page Street and more broadly near Octavia Boulevard, given the breadth of the proposed freeway-access restrictions. All project updates were communicated via SFMTA's website and sent to the project's email list containing over 4,000 contacts.

Summary of Public Feedback on the Proposed Changes

The following are major themes of public feedback:

- **Support for continuing the restrictions on non-local traffic:** A plurality of the community is satisfied with reduced vehicle traffic on the street and the resulting benefits to neighborhood livability. The project staff received positive feedback from community members who shared how the Page Slow Street helped them incorporate active transportation into their everyday lives and that it is a public space that builds community. This sentiment is shown by the many community art pieces and associated stewardship added to the street. Of respondents to the project's public-perception survey, 77% said their sense of safety and neighborhood livability increased, and 85% of respondents supported permanently limiting through traffic.
- **Benefits to schools along the corridor:** Representatives from schools along the corridor - S.F. High School of the Arts, Urban School, French-American, Chinese-American, and John Muir Elementary - expressed the benefits of reduced traffic volumes and speeds on Page Street. They mentioned a calmer street safer for student drop-offs and pick-ups and students and staff crossing the street between buildings. Further, they share that many parents take advantage of Page Street to travel to school by bicycle.
- **Requests for making traffic-diversion measures more self-enforcing:** Many who support the COVID-Response slow-street measures desire to see the barriers become more prominent and discouraging to through traffic. Some propose adding additional traffic diversion of various designs at certain intersections. At locations with existing traffic diverters (Webster Street, Laguna Street, and Octavia Boulevard), some mention that people still drive around or through the barriers illegally and desire to see concrete islands or full block-end closures.
- **Requests and ideas for further calming traffic:** Many neighbors request that the SFMTA consider ways to calm the traffic remaining on Page Street, including people on bikes, scooters, and other devices, specifically at crosswalks. They wish to see slower speeds through intersections and better yielding behavior to people crossing on foot, especially seniors and people with disabilities.
- **Concerns with neighborhood circulation for people driving:** Some neighbors complain of needing to take more circuitous routes when driving, with Page Street not available for through traffic or to access the freeway. They mention the compounding effects of other changes in the area not related to this project - specifically left-turn restrictions on Haight Street added to ensure safety at new traffic signals - making driving through the neighborhood more difficult.
- **Concerns with effects on traffic congestion on surrounding streets:** Some neighbors are concerned with additional traffic on Oak Street - the primary freeway-access route from the west - and Haight Street - an essential crosstown Muni route that also provides access to the freeway. Many who express this are not fundamentally against the safety changes on Page Street but worry about the additional traffic pressure on surrounding

streets and raise equity issues regarding who has benefited from these changes. They say it manifests in additional congestion during peak periods and reported high rates of speed during less busy times, with large trucks a particular nuisance. Some wish to see better-timed traffic signals to improve traffic flow at safer speeds between Oak Street, Haight Street, Octavia Boulevard, and the Central Freeway. Further, many neighbors have complained about growing traffic congestion on Laguna Street - an important north-south route for local circulation.

- **Support for and concerns with restricting freeway access from Haight Street:** Many community members support implementing similar measures installed at Page Street and Octavia Boulevard to limit access to the Central Freeway from eastbound and/or westbound Haight Street. They believe this would make Haight Street more useful for local traffic and benefit Muni transit service. Some are against removing freeway access, stating that this will add to congestion on other streets.
- **Concerns with wrong-way driving:** Some neighbors are concerned with people driving the wrong way (eastbound) down Page Street, Lily Street, and Rose Street to access Octavia Boulevard and the Central Freeway. They want to see additional measures to dissuade people from driving against the traffic flow and slow speeds.

Project Modifications Based on Public Feedback

SFMTA's public engagement during the pandemic identified concerns among area residents and businesses that resulted in modifications to the project proposal. These include the following:

- Upgraded the original construction-style barriers at block entries to flexible posts with custom signs consistent with Slow Streets elsewhere in the city.
- Added new traffic diverters at Stanyan Street and Masonic Avenue that restrict all eastbound vehicles (like the Page pilot treatment at Webster Street), approved after the SFMTA Engineering Hearing on July 8th, 2022 and installed in fall 2022. These changes further improve safety by reducing traffic and limiting the motivation for neighbors to place informal barriers in the roadway.
- Upgraded crosswalks along the Page Street corridor to higher-visibility striping and removed parking approaching crosswalks ("daylighting") to improve sight lines between road users.

Staff does not recommend permanent approval for some of the Page pilot measures that were installed and subsequently removed:

- Removal of the peak-hour 'right-turn only except Muni' lane intended to allow buses to bypass vehicles queuing on Haight Street to access the freeway. The Page pilot evaluation did not reveal worsened queuing, so this measure was deemed unnecessary and removed in October 2021.
- Removal of the left-turn restriction from southbound Webster Street onto eastbound Haight Street intended to limit the number of people diverting from Page Street onto

PAGE 17.

Haight Street and delaying Muni buses. As the evaluation did not reveal worsened queueing but did observe poor compliance with the left-turn restriction, this measure was determined not needed and will be removed in early 2023.

ALTERNATIVES CONSIDERED

Revert to Pre-Page Pilot and Pre-COVID-Response Slow Street: Staff considered reverting Page Street to its layout before the changes were implemented. However, given the importance of Page Street as an active transportation corridor, the City's Vision Zero and Transit First goals, the safety benefits of reduced vehicle traffic, and strong community support for the design, staff recommends approving the Page Slow Street Project.

Remove Slow-Street Measures but Keep Traffic Diverters at Certain Intersections: Staff considered removing the slow-street barriers (which permit local traffic) while retaining existing traffic diverters at Stanyan Street, Masonic Avenue, Webster Street, Octavia Boulevard, and adding a traffic diverter at Divisadero Street. This alternative would result in eastbound traffic needing to turn off Page Street every five blocks. While slow-streets barriers may be removed in the future at certain intersections (so long as Slow Streets Program performance metrics are met) to provide for specific access needs, there are no such requests currently. Further, slow-street barriers complement traffic diversion by managing traffic volumes and speeds on each block.

Only Restricting Eastbound Traffic on Page Street at Webster Street: Staff considered restricting eastbound traffic at Webster Street without additional circulation changes, maintaining eastbound access to Octavia Boulevard and the Central Freeway on Page Street via Buchanan and Laguna streets. Upon further community discussions, it was determined that there is support for a complete solution that restricts both the eastbound and westbound approaches to Octavia Boulevard on Page Street.

Restricting Vehicle Access to Octavia Boulevard from Haight Street: In response to concerns regarding transit travel times and the effects of traffic on Haight Street, a few stakeholders raised the idea of undertaking a similar approach to turn restrictions on Haight Street. While staff does see this alternative as having potential merit, this would require considerable additional public outreach and time to develop further. Staff recommends moving forward with changes on Page Street before considering other turn restrictions within the project study area.

FUNDING IMPACT

Most of this proposal seeks to gain permanent approval of temporary measures already installed in the field, which has no funding impact.

For implementation of newly approved measures (traffic diversion at Divisadero Street), as well as additional outreach and evaluation of the project, the SFMTA programmed and secured \$325,000 in Prop K funding from the SFCTA (approved in December 2021).

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ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, and projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians pursuant to Public Resources Code Section 21080.25. The Planning Department determined, on December 20, 2022, that the proposed Page Slow Street Project (Case Number 2021-006572ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.¹

The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2021-006572ENV> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The San Francisco Fire Department, San Francisco Police Department, and San Francisco Department of Public Works have reviewed the project through the interagency Transportation Advisory Staff Committee (TASC). District 5 Supervisor Dean Preston's office was also directly involved in developing and studying the changes on Page Street during the pandemic and expressed support for the proposed project.

Certain final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

Item J listed above is subject to the Board of Supervisors review pursuant to Ordinance 127-18.

The City Attorney has reviewed this item.

¹ In 2020, the Legislature adopted Senate Bill (SB) 288, which created new Public Resources Code (PRC) Section 21080.25 which, among other things, exempts bicycle and pedestrian facilities and customer information and wayfinding from the California Environmental Quality Act (CEQA). While SB 288 will sunset on January 1, 2023, the Legislature recently adopted Senate Bill (SB) 922, which extended the exemption to January 1, 2030. PRC Section 21080.25 remains effective, and the definitions of pedestrian and bicycle facilities and customer information and wayfinding projects under that section, for which the proposed Page Street Project qualifies, have not materially changed.

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RECOMMENDATION

Approving the addition of Page Street into the Slow Streets Program; and approving the Page Slow Street Project, including implementation of turn and through-traffic restrictions on Page Street between Stanyan Street and Octavia Boulevard, converting Page Street between Octavia Boulevard and Laguna Street to one-way westbound except for bicycles, establishing a Class II bikeway westbound on Page Street from Octavia Boulevard to Webster Street, a Class III bikeway eastbound on Page Street from Buchanan Street to Laguna Street, and a Class IV bikeway eastbound on Page Street from Laguna Street to Octavia Boulevard, and approving related parking and traffic modifications as set forth in Items A through K above.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and

WHEREAS, Page Street between Filmore and Laguna streets is located on the Vision Zero High-Injury Network; and,

WHEREAS, In response to traffic safety and neighborhood livability concerns, the SFMTA approved and installed freeway-access and other vehicle restrictions on Page Street, from Webster Street to Octavia Boulevard, as a pilot project; and,

WHEREAS, In response to the COVID-19 Emergency, the SFMTA implemented COVID-Response Slow Streets program measures for Page Street to create additional space for socially distanced essential travel and exercise; and,

WHEREAS, Page Slow Street Project staff have evaluated temporary and other previously implemented changes along the corridor and finds that these measures provide for the health and safety of citizens due to the high number of vulnerable roadway users accessing their homes, schools, parks, transit, and adjacent commercial corridors; and,

WHEREAS, Page Slow Street Project elements have been thoroughly tested and supported by community members over a two-year evaluation period; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic and parking modifications along Page Street as follows:

- A. ESTABLISH – NO LEFT TURN – Divisadero Street, southbound, at Page Street; Divisadero Street, northbound, at Page Street
- B. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES – Page Street, westbound, at Divisadero Street; Page Street, eastbound, at Divisadero Street
- C. ESTABLISH – RIGHT OR LEFT TURN ONLY, EXCEPT BICYCLES – Page Street, eastbound, at Webster Street
- D. ESTABLISH – NO RIGHT TURN, EXCEPT BICYCLES – Webster Street, northbound, at Page Street
- E. ESTABLISH – NO LEFT TURN, EXCEPT BICYCLES – Webster Street, southbound, at Page Street
- F. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES – Page Street, westbound,

at Octavia Boulevard

- G. ESTABLISH – ONE-WAY STREET, EXCEPT BICYCLES – Page Street, westbound, from Octavia Boulevard to Laguna Street
- H. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY) – Page Street, eastbound, from Laguna Street to Octavia Boulevard
- I. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) – Page Street, westbound, from Octavia Boulevard to Webster Street
- J. ESTABLISH – CLASS III BIKEWAY (SHARED LANE) – Page Street, eastbound, from Buchanan Street to Laguna Street
- K. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Page Street, south side, between Laguna Street and Octavia Boulevard

WHEREAS, Although the City Traffic Engineer has the authority to approve Items A through F and Item H, the SFMTA Board is requested to approve all items as part of the Page Slow Street Project; and

WHEREAS, the proposed traffic and parking modifications along Page Street will leave a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic, and are necessary for the safety and protection of persons who are to use the street; and

WHEREAS, The Planning Department has determined that prohibiting entry onto Page Street at select locations would help to implement Objective 15 and Objective 18 of the City's General Plan's Transportation Element pursuant to California Vehicle Code section 21101(g) in order to allow the right-of-way to be allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, enhancing neighborhood livability, and supporting adjacent land uses; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The protected bikeway proposed as part of the project meets these three requirements; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting facility and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications; and,

WHEREAS, The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, and projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, On December 20th, 2022, the Planning Department determined that the proposed Page Slow Street Project (Case Number 2021-006572ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, In 2020, the Legislature adopted Senate Bill (SB) 288, which created new Public Resources Code (PRC) Section 21080.25 which, among other things, exempts bicycle and pedestrian facilities and customer information and wayfinding from the California Environmental Quality Act (CEQA). While SB 288 will sunset on January 1, 2023, the Legislature recently adopted Senate Bill (SB) 922, which extended the exemption to January 1, 2030. PRC Section 21080.25 remains effective, and the definitions of pedestrian and bicycle facilities and customer information and wayfinding projects under that section, for which the proposed Page Street Project qualifies, have not materially changed; and,

WHEREAS, The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2021-006572ENV> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; and,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Item J listed above is subject to the Board of Supervisors review; and, now, therefore, be it

RESOLVED, That the SFMTA Board of Directors concurs with the Planning Department's determination that prohibiting entry onto Page Street at select locations between Webster Street and Octavia Boulevard would help to implement Objective 15 and Objective 18 of the City's General Plan's Transportation Element pursuant to California Vehicle Code section 21101(g) in order to allow the right-of-way to be allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, enhancing neighborhood livability, and supporting adjacent land uses; and, be it further

RESOLVED, That the SFMTA Board of Directors designates Page Street as part of the citywide Slow Streets Program; and, be it further

RESOLVED, That the SFMTA Board of Directors approves the Page Slow Street Project, including implementation of turn and through-traffic restrictions on Page Street between Stanyan Street and Octavia Boulevard, converting Page Street between Octavia Boulevard and Laguna Street to one-way westbound except for bicycles, establishing a Class II bikeway westbound on Page Street from Octavia Boulevard to Webster Street, a Class III bikeway eastbound on Page Street from Buchanan Street to Laguna Street, and a Class IV bikeway eastbound on Page Street from Laguna Street to Octavia Boulevard, and approving related parking and traffic modifications as set forth in Items A through K above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting on January 17, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2 – SF Planning Department Letter of General Plan Consistency



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

October 30, 2019

Tom Maguire
Acting Director of Transportation
San Francisco Municipal Transportation Agency
1 S Van Ness Ave, San Francisco, CA 94103

RE: Page Street Neighborway Project

Dear Director Maguire,

The San Francisco Municipal Transportation Agency (SFMTA) recently requested the Planning Department (Planning) issue a determination whether the proposed traffic diversion components of the Page Street Neighborway Project help implement adopted polices in the San Francisco General Plan.

Planning understands that this documentation is needed to ensure compliance with section 21101(f) of the California Vehicle Code which provides that local authorities can adopt regulations by ordinance or resolution to "(p)rohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a general plan...".

The Planning Department has determined that Objectives 15 and 18 of the San Francisco General Plan's Transportation Element support the proposed traffic calming and traffic diversion measures being proposed by the SFMTA which include:

- Prohibiting eastbound traffic from entering page Street at Webster Street
- Prohibiting westbound through traffic and left turns on to Page Street at Octavia Boulevard
- Converting Page Street into a one-way street in the westbound direction between Laguna Street and Buchanan Street
- Adding a westbound bike lane on Page Street between Octavia Boulevard and Webster Street
- Adding a right-turn only except Muni lane on Haight Street between Webster and Buchanan
- Prohibiting left turns from Webster Street onto Haight Street

Objective 15 provides as follows:

Objective 15 – Encourage alternatives to the automobile and reduced traffic levels on residential streets that suffer from excessive traffic through the management of transportation systems and facilities.

Within this objective, Policy 15.2 states specifically to "consider partial closure of certain residential streets to automobile traffic where the nature and level of automobile traffic impairs livability and safety, provided there is an abundance of alternative routes such that the closure will not create undue congestion on parallel streets."

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415.558.6377

Objective 18 provides as follows:

Objective 18 – Establish a street hierarchy system in which the function and design of each street are consistent with the character and use of adjacent land.

Within this objective, Policy 18.1 states specifically that “wherever feasible, divert through automobile and commercial traffic from residential neighborhoods onto major and secondary arterials, and limit major arterials to nonresidential streets wherever possible.”

San Francisco’s Better Streets Plan, adopted in 2010 and incorporated by reference to the San Francisco General Plan (see Table 2 under Objective 18) by of the Board of Supervisors, is a unified set of standards, guidelines, and implementation strategies intended to carry out the city’s Better Streets Policy (Administrative Code Chapter 98). The Better Street Plan identifies a set of street ‘typologies’ to serve as the city’s official street hierarchy system, which are based on existing land use and transportation designations in the Planning Code and San Francisco’s General Plan.

Pursuant to the Better Streets Plan, the portions of Page Street and Haight Street within the project area are classified as “Neighborhood Residential” and such streets should be “quieter residential streets with relatively low traffic volumes and speeds.” By comparison, the adjacent and parallel Oak Street is classified as a “Residential Throughway” that should “move significant volumes of people across town in a variety of travel modes.”

Prohibiting entry of vehicles onto a residential street such as Page Street, between Webster Street and Octavia Boulevard, allows the right of way to be allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, enhancing neighborhood livability, and supporting adjacent land uses.

The identified San Francisco General Plan policies are applicable to the Page Street Neighborway Project *as well as* similar traffic calming and/or traffic diversion projects the SFMTA might pursue in the future for Neighborhood Residential streets, where the SFMTA elects to:

- Prohibit entry onto a street in certain locations by motorized vehicles
- Install traffic calming features such as traffic circles, medians, islands, bulb-outs, diverters, speed humps, tabled intersections etc. that slow vehicular traffic
- Install other vehicular circulation changes designed to implement Objectives 15 and 18 of the City’s General Plan’s Transportation Element.

In summary, the Planning Department finds the Page Street Neighborway Project furthers implementation of the San Francisco General Plan..

Best Regards,



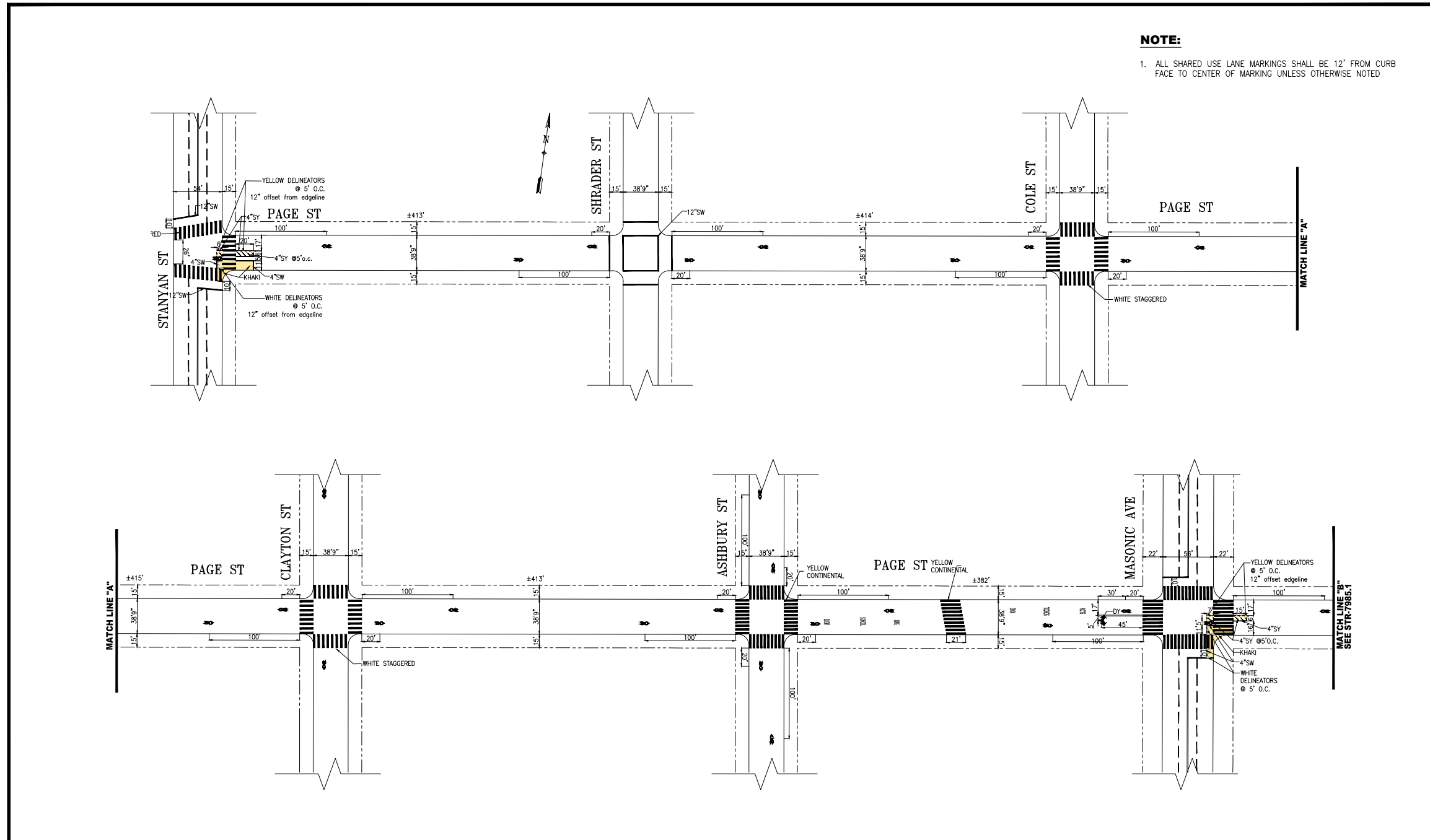
John Rahaim
Director of Planning
San Francisco Planning Department
City and County of San Francisco

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Enclosure 3 – Overview of Proposed Page Slow Street Project (changes at Stanyan Street and Masonic Avenue were approved in July 2022 and installed in fall 2022)



Enclosure 4 – Project Design Drawings (slow-streets barriers not shown)
Existing Conditions on Page Street between Stanyan Street and Masonic Avenue



NOTE:
 1. ALL SHARED USE LANE MARKINGS SHALL BE 12' FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SFMTA



APPROVED	SCALE:
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9/2012	
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CITY TRAFFIC ENGINEER	

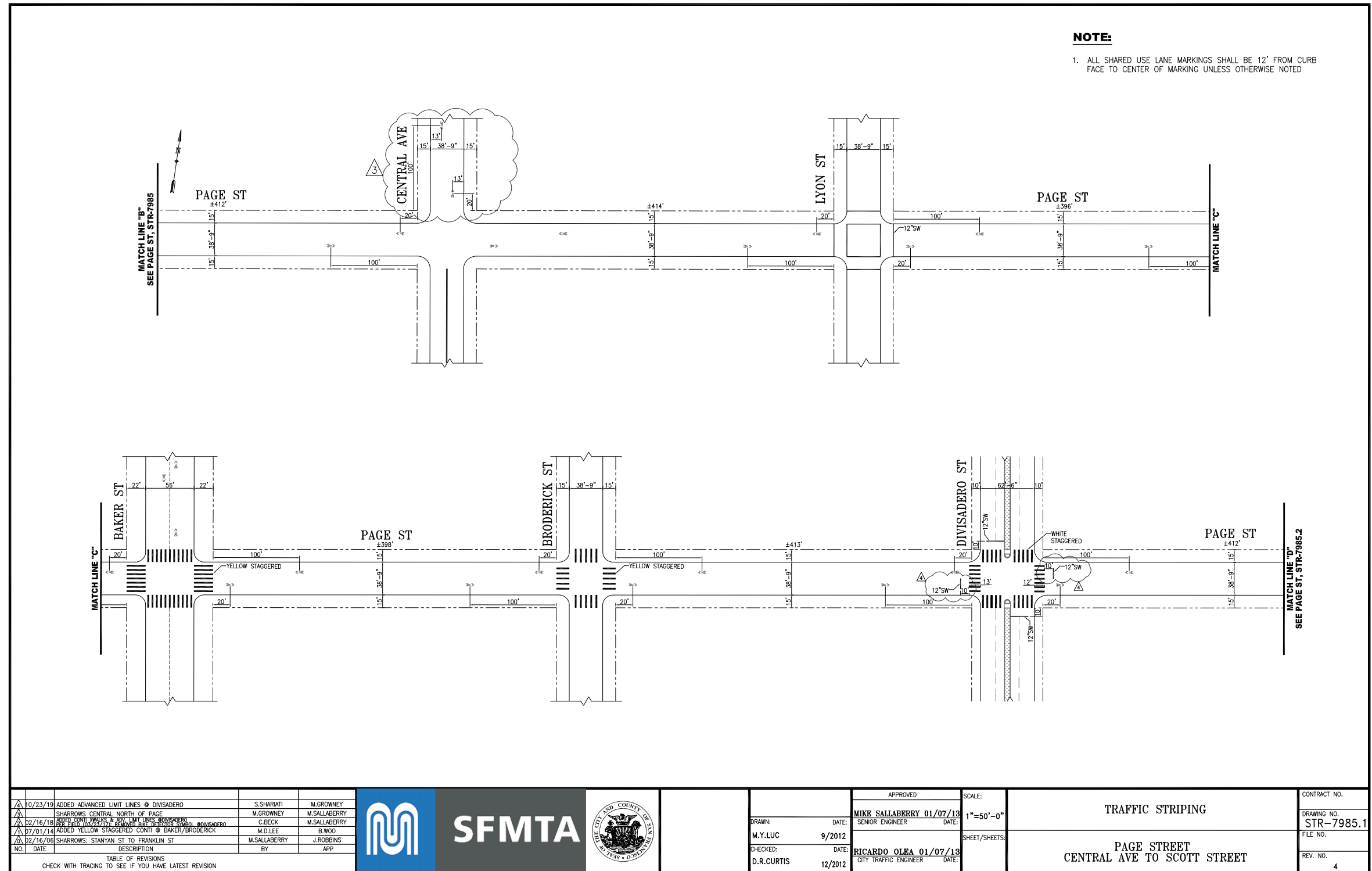
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PAGE STREET
STANYAN STREET TO MASONIC AVE

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FILE NO.
REV. NO.

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 PLOT SCALE: XX
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 DATE: --/--/--

Existing/pre-pilot Conditions on Page Street between Central Avenue and Divisadero Street



NO.	DATE	DESCRIPTION	BY	APP
10/23/19		ADDED ADVANCED LIMIT LINES @ DIVISADERO	S.SHARIATI	M.GROWNEY
02/16/18		SHARROWS CENTRAL NORTH OF PAGE	M.GROWNEY	M.SALLABERRY
07/01/14		ADDED YELLOW STAGGERED CONTI @ BAKER/BRODERICK	C.BECK	M.SALLABERRY
02/16/08		SHARROWS: STANYAN ST TO FRANKLIN ST	M.D.LEE	B.WOO
			M.SALLABERRY	J.ROBBINS



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D.R.CURTIS	12/2012
RICARDO OLEA 01/07/13 CITY TRAFFIC ENGINEER	DATE:

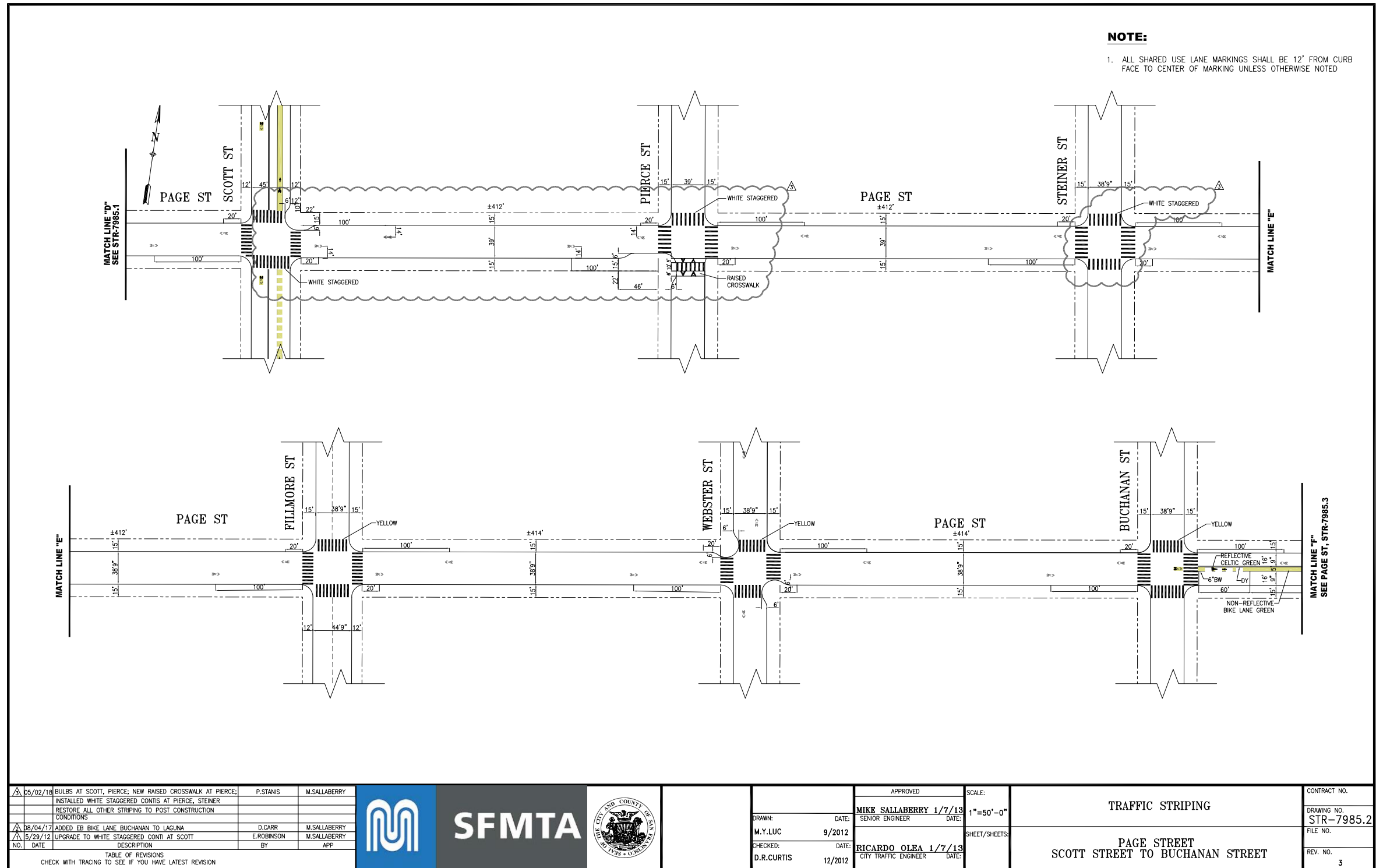
TRAFFIC STRIPING

PAGE STREET
CENTRAL AVE TO SCOTT STREET

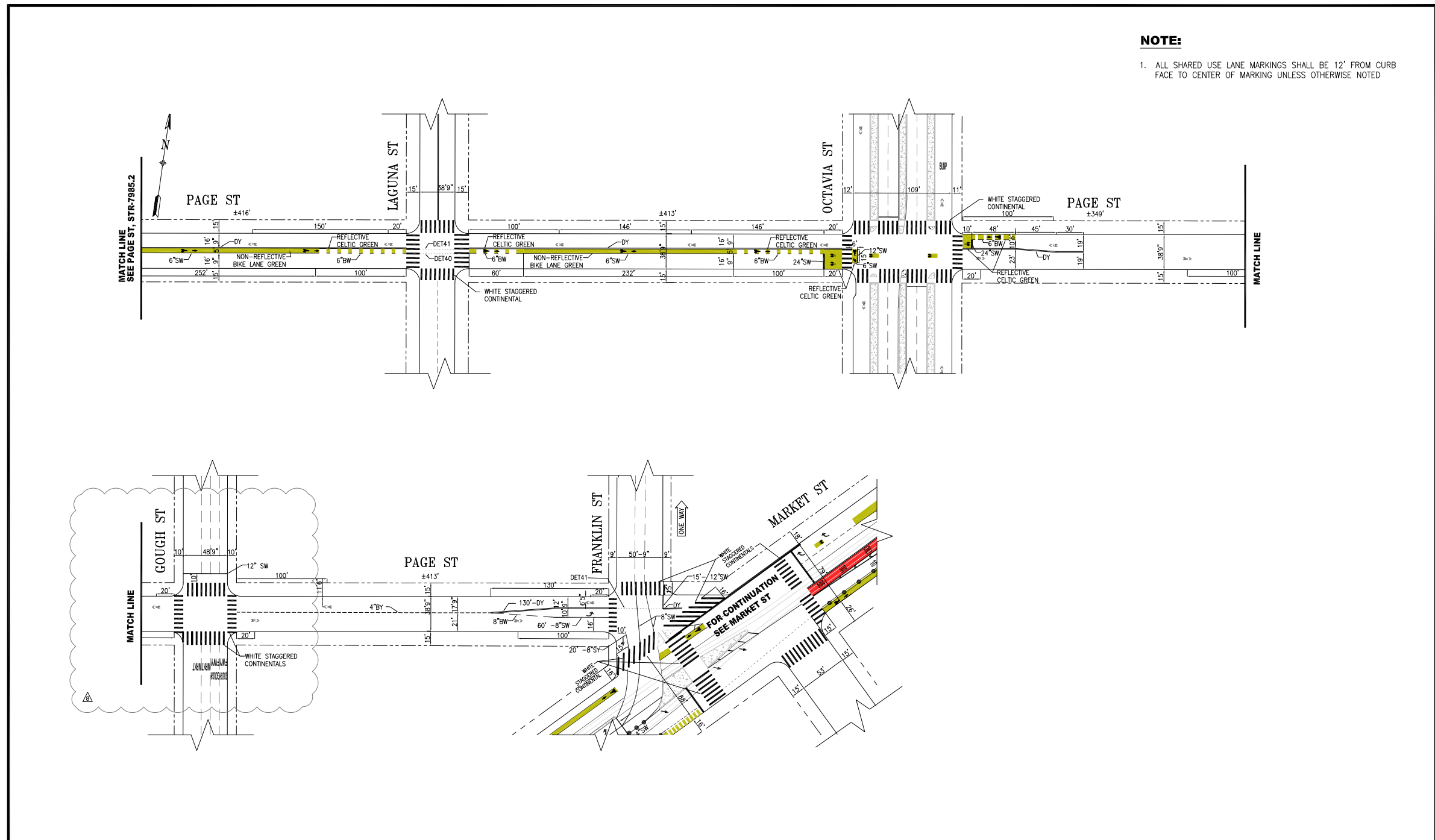
CONTRACT NO.
DRAWING NO. STR-7985.1
FILE NO.
REV. NO. 4

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FONTS USED: FONTS
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PLOT SCALE: XX
Page: STR-7985.1-2,3 (SHEET: ST. 1, Market ST)
SECTION: SECTION

Pre-pilot Conditions on Page Street between Scott Street and Buchanan Street



Pre-pilot Conditions on Page Street between Laguna Street and Market Street



NO.	DATE	DESCRIPTION	BY	APP
1	MM/DD/YY	ADDED 12" SW ADV LIMIT LINE @ GOUGH	C. SKERRY	G. DELEN
2	08/04/17	ADDED EB BIKE LANE BUCHANAN TO LAGUNA	D. CARR	M. SALLABERRY
3	09/23/16	WIDTH OF LANES CHANGE & P/BW @ FRANKLIN ST. WHITE STAGGERED CONTINENTALS @ FRANKLIN ST & MARKET ST. GREEN PAINT & SAFE HIT POSTS TO RAISED BIKELANE ON MARKET ST. PER FIELD DETAIL 41 @ LAGUNA ST.	W. TABAJONDA	M. SALLABERRY
4	02/19/16	SHIFTED DY, ADDED BIKE LANES, GREEN SHARROW AND BIKE BOXES FROM LAGUNA TO S OF OCTAVIA	D. CARR	M. SALLABERRY

SUPERCEDES STR-2266, REV3		APPROVED	
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M.Y. LUC	9/2012	MIKE SALLABERRY	01/07/13
CHECKED:	DATE:	SENIOR ENGINEER	DATE:
D.R. CURTIS	12/2012	RICARDO OLEA	01/07/13
		CITY TRAFFIC ENGINEER	DATE:

SCALE: 1"=50'-0"

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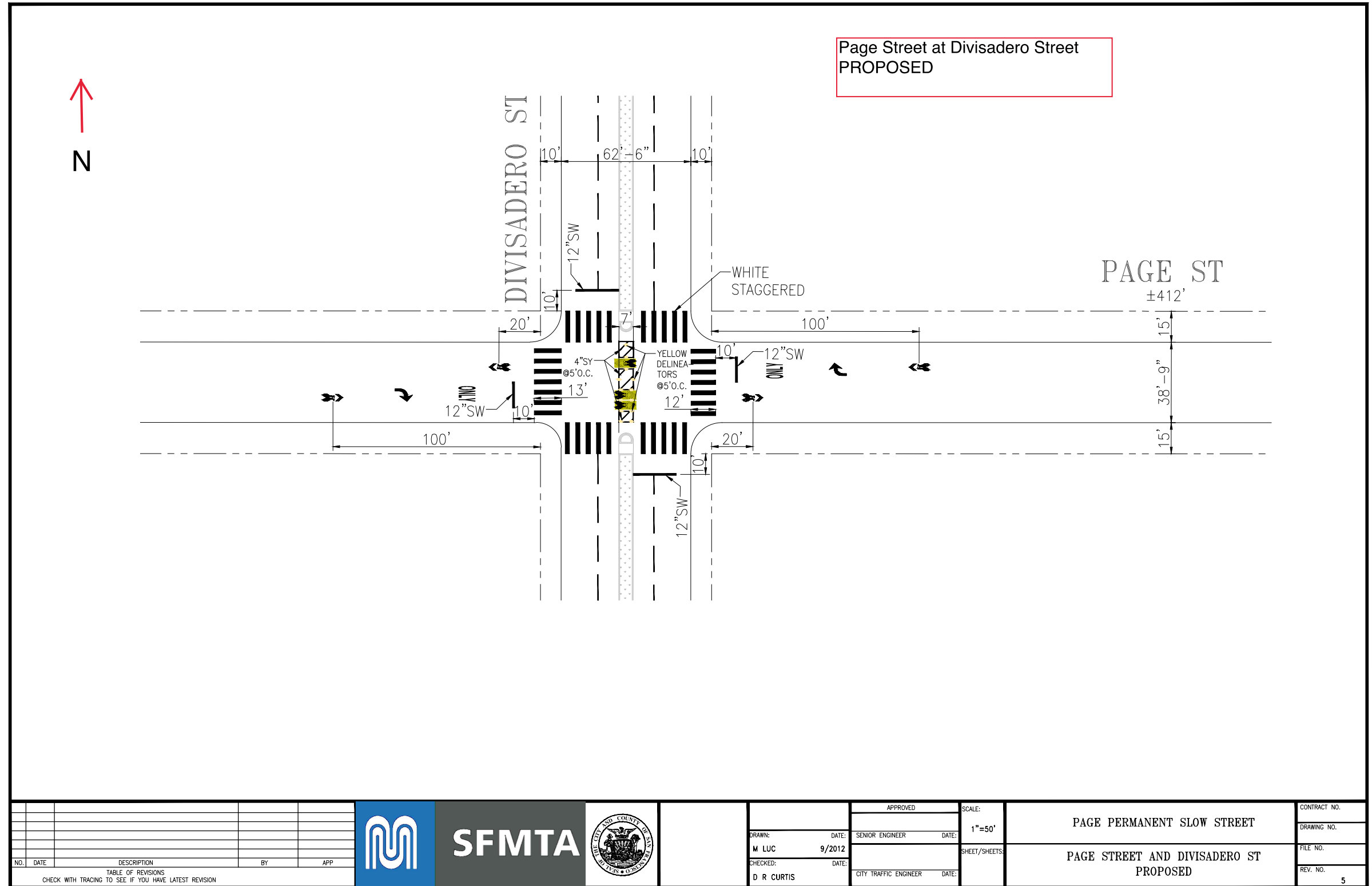
TRAFFIC STRIPING

PAGE STREET
LAGUNA STREET TO MARKET STREET

CONTRACT NO.	STR-7985.3
DRAWING NO.	STR-7985.3
FILE NO.	
REV. NO.	8

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 DATE: ---/---/---

Proposed Traffic Diverter at Page Street & Divisadero Street



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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

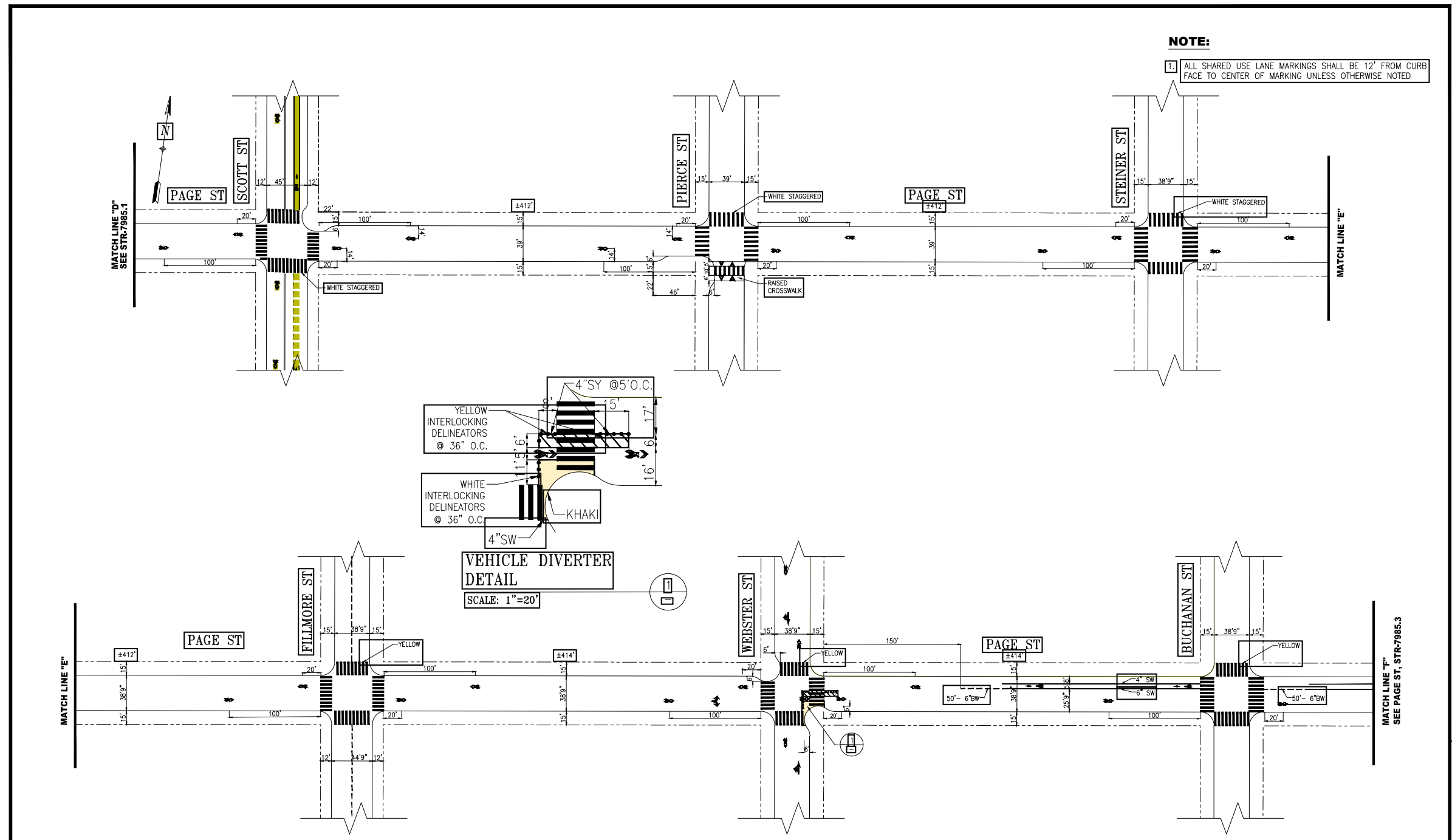


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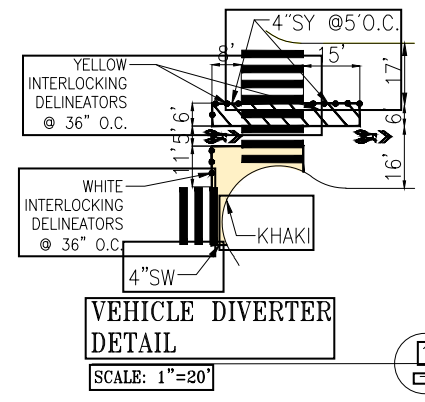
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		FILE NO.
		REV. NO. 5

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Proposed Permanent Conditions on Page Street between Scott Street and Buchanan Street



NOTE:
 1. ALL SHARED USE LANE MARKINGS SHALL BE 12" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED



02/24/20	EB VEHICLE DIVERTER @WEBSTER	P.PANYAM	G. HO
05/02/18	WB BIKE LANE WEBSTER-LAGUNA	P.PANYAM	G. HO
05/02/18	BULBS AT SCOTT+PIERCE; NEW RAISED CROSSWALK AT PIERCE; INSTALL NEW WHITE STAGGERED CURBS AT PIERCE, STEINER	P.STANS	M.SALLABERRY
	RESTORE ALL OTHER STRIPING TO POST CONSTRUCTION CONDITIONS		

APPROVED	SCALE
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M.Y.LUC	9/2012
CHECKED	DATE
D.R.CURTIS	12/2012
APPROVED	SCALE
RICARDO OLEA 1/7/13 CHIEF TRAFFIC ENGINEER	

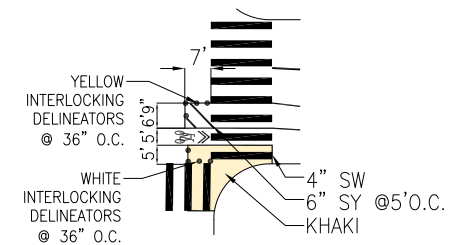
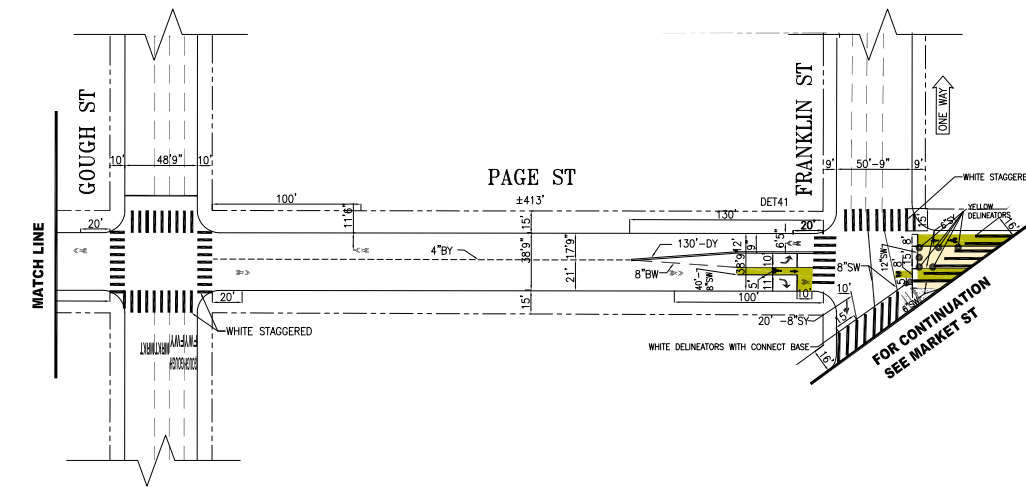
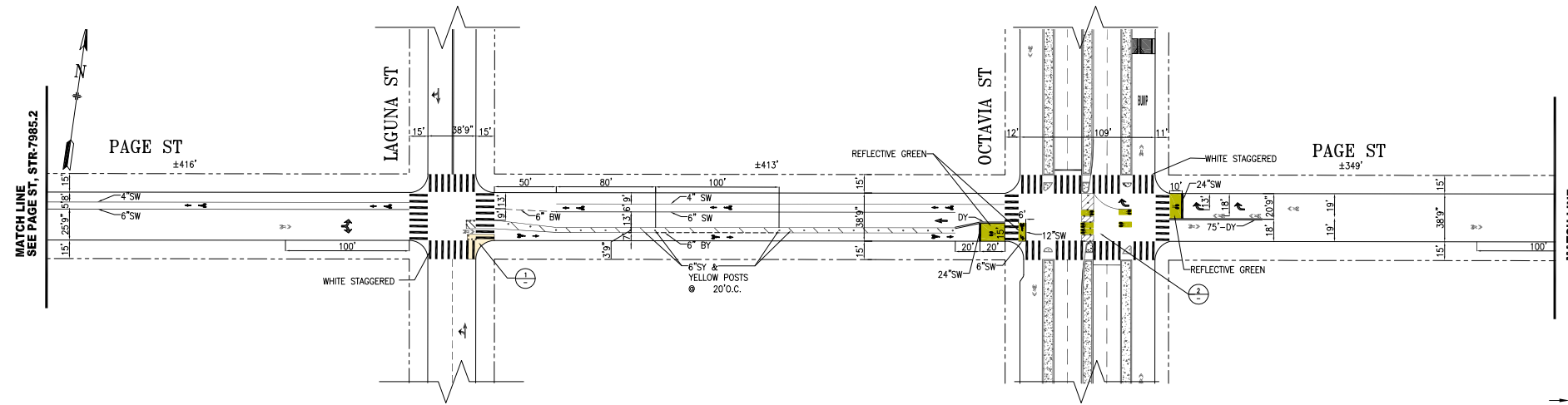
TRAFFIC STRIPING		CONTRACT NO.
PAGE STREET		DRAWING NO.
SCOTT STREET TO BUCHANAN STREET		STR-7985.2
FILE NO.	REV. NO.	
	4	

SCALE FACTORS: 1"=50'-0"
 POINTS USED: POINTS
 DATE: 12/2012
 SHEET: 7-1

Proposed Permanent Conditions on Page Street between Laguna Street and Market Street

NOTE:

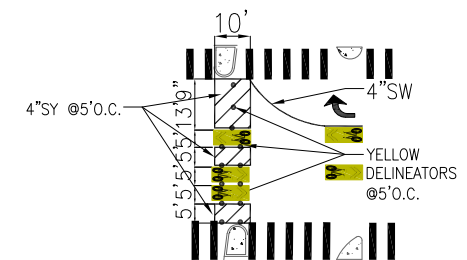
1. ALL SHARED USE LANE MARKINGS SHALL BE 12" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED



**VEHICLE DIVERTER
DETAIL**

SCALE: 1"=20'

1



**VEHICLE DIVERTER
DETAIL**

SCALE: 1"=20'

2

NO.	DATE	DESCRIPTION	BY	APP
Δ	06/11/20	ADDED 4" BW AM TOW AWAY LANE AT FRANKLIN	A.LAM	B.WOO
Δ	01/17/20	UPDATE AT PAGE PER BETTER MARKET ST PROJECT	A.LAM	B.WOO
Δ	02/24/20	EB/WB VEHICLE DIVERTER, OCTAVIA, LAGUNA-OCTAVIA, EB PROTECTED	P.PANYAM	G. HO
Δ	05/20/20	ADDED 12" SW ADV LIMIT LINE @ GOUGH	C. SHERRIT	G. DELEON
Δ	08/04/17	ADDED EB BIKE LANE BUCHANAN TO LAGUNA	D.CARR	M.SALLABERRY

TABLE OF REVISIONS		CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION	
D.CARR	M.SALLABERRY		



SUPERCEDES STR-2266, REV3		APPROVED	
DATE:	DATE:	MIKE SALLABERRY 01/07/13	
M.Y.LUC	9/2012	SENIOR ENGINEER	
CHECKED:	DATE:	RICARDO OLEA 01/07/13	
D.R.CURTIS	12/2012	CITY TRAFFIC ENGINEER	

SCALE:	1"=50'-0"
SHEET/SHEETS:	

TRAFFIC STRIPING	
PAGE STREET LAGUNA STREET TO MARKET STREET	

CONTRACT NO.	
DRAWING NO.	STR-7985.3
FILE NO.	
REV. NO.	11

EXTERNAL REFERENCES: XREFS
SCALE FACTOR: XX
PLOT SCALE: X.X
Page: SL-STR-###.1.1.2.3 (Sagapan St to Market St)
ORIGIN: SECTION
FILE NAME: /-/-
DATE: /-/-