



Page Slow Street Project



SFMTA Board of Directors
January 17th, 2023

Background

- **Since 2015, SFMTA staff engaged the community** to develop several rounds of safety upgrades for Page Street.
- **In spring 2020, a pilot added restrictions on freeway-bound traffic** and bikeway upgrades between Webster Street and Octavia Boulevard.
- In response to the COVID-19 pandemic, the SFMTA **implemented Slow Streets measures** along the whole corridor to Stanyan Street.
- After years of outreach and evaluation, the **SFMTA recommends approving existing measures and add new ones at Divisadero.**



Circulation overview

Stanyan Street – Broderick Street



Broderick Street – Octavia Boulevard



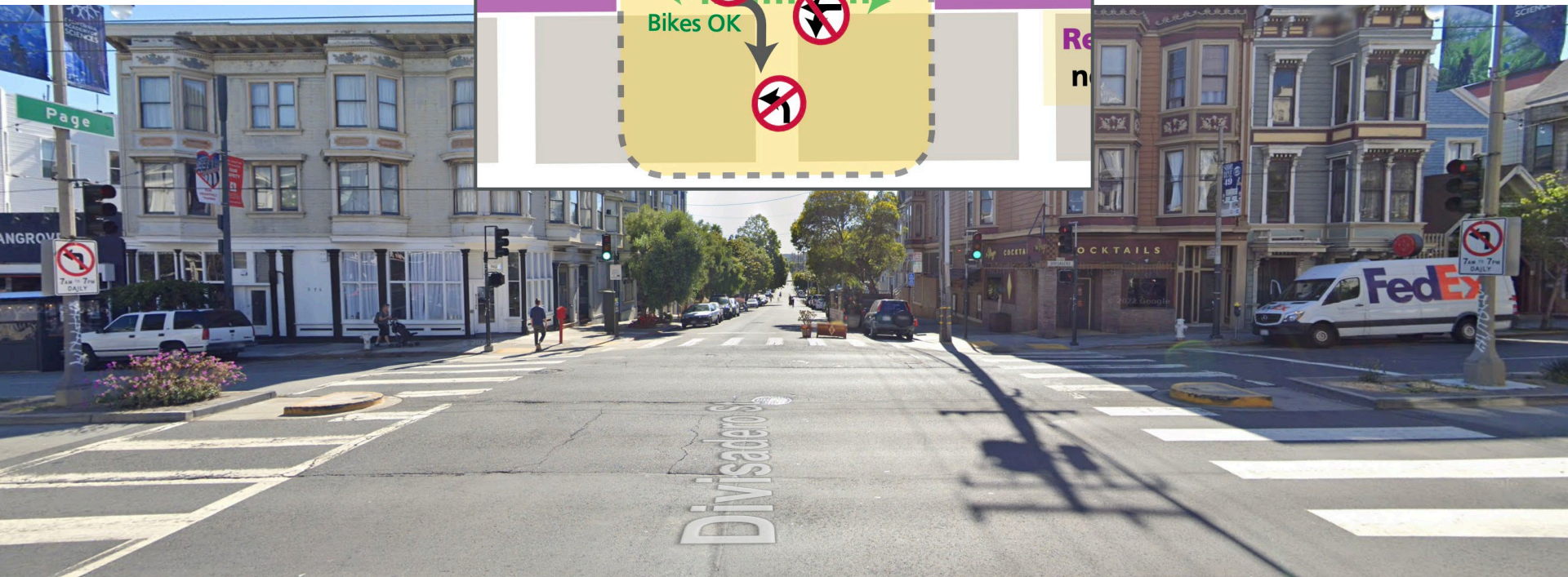
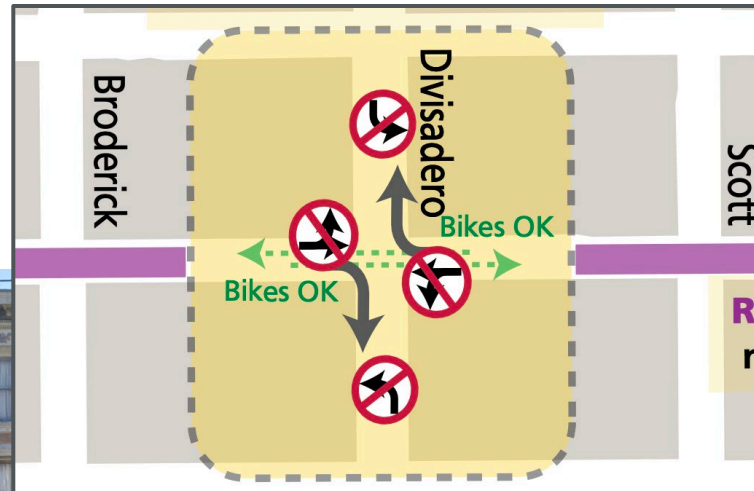
Keep existing measures

- **Eastbound protected bikeway + westbound one-way street** between Laguna St and Octavia Blvd
- **Westbound bike lane** between Octavia Blvd and Webster St
- **Eastbound traffic diverter** at Webster St
- **Westbound traffic diverter** at Octavia Blvd
- **Slow-street measures** along the corridor



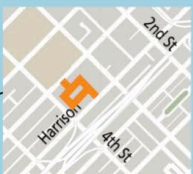
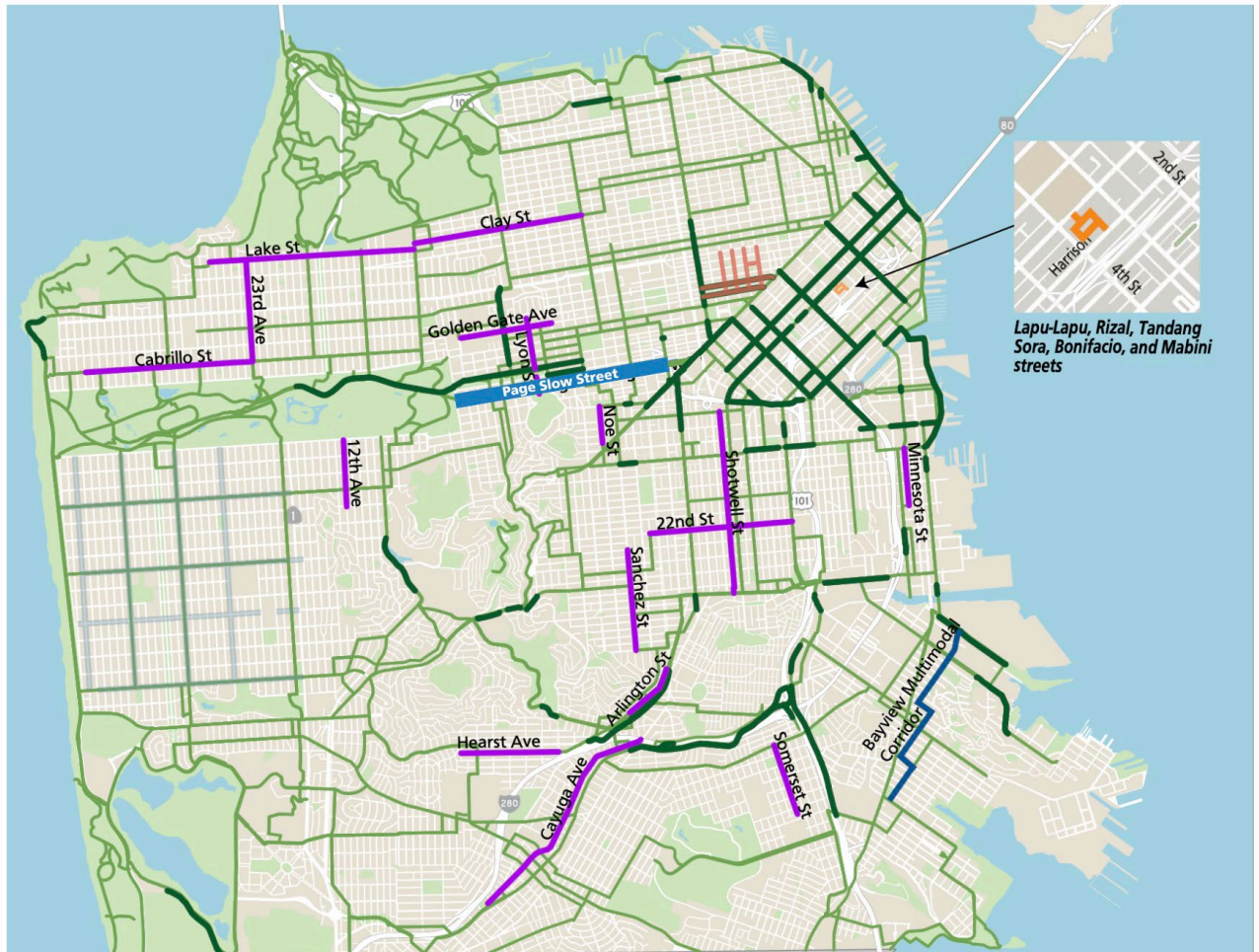
Add turn restrictions at Divisadero

- **Median traffic diverter** at Page St & Divisadero St



Establish Slow Street designation

○ Page Street added to the Slow Streets program



Lapu-Lapu, Rizal, Tandang Sora, Bonifacio, and Mabini streets

LEGEND

- Existing Bike Network
- Protected Bikeways
- 2022 Adopted Slow Streets
- Page Slow Street**

Other Related Projects

- Proposed Sunset Neighborways
- Bayview Multimodal Community Corridor
- SoMa Alleyways
- Tenderloin Traffic Safety Improvements

Engagement

- Neighborhood group briefings
- Focused meetings with schools and faith-based organizations
- Door-to-door outreach to Divisadero merchants
- Community walk-through organized by District 5 office
- Outdoor office hours at Page & Webster (John Muir Elementary)



Project survey

- **900 people** responded
- **77% report increases in their sense of safety and neighborhood livability** since the changes
- **85% support permanently limiting through traffic on Page Street;** of those, *75% strongly* support it
- **Plentiful specific feedback** to guide future work, including on adjacent corridors (Laguna, Oak, Haight)





Evaluation summary

- **Increases in people walking and bicycling** and a significant decrease in vehicle traffic
- **No change in Muni travel times on Haight Street**
- **Shorter vehicle queues and less 'blocking the box'** on Oak and Haight as compared with pre-pandemic levels
- **No impacts to regional traffic** – the same number of people are getting on and off freeway, sticking to arterial routes
- **Good compliance with traffic diverters** with few reported safety issues at SFMTA-installed measures



Timeline

- **Spring 2023:** Implement new changes
- **Ongoing:** Further outreach for capital phase



[SFMTA.com/PageStreet](https://sfmta.com/PageStreet)

PageStreet@sfmta.com

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Broderick Street – Octavia Boulevard





Feedback summary

- **Support for continuing traffic restrictions** – experience of walking, rolling, spending time on Page Street is improved
- **Requests for making diversion barriers more substantial** and self-enforcing, adding ones at signalized intersections
- **Requests for further calming traffic**, including bikes/scooters, and specifically at crosswalks
- **Consideration of how to improve circulation** in the neighborhood for people driving
- **Concerns with effects on congestion on Oak and Haight** streets; some support for Haight freeway-access restrictions