

THIS PRINT COVERS CALENDAR ITEM NO: 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving a Roadway Shared Spaces street closure application for Hayes Street between Gough and Octavia streets, 4 pm to 10 pm each Friday and 10 am to 10 pm each Saturday, from Friday, November 28, 2025, through Saturday, November 28, 2026 (application from the Hayes Valley Neighborhood Association is for a Roadway Shared Spaces permit to close Hayes Street between Gough and Octavia streets, 4 pm to 10 pm each Friday, and 10 am to 10 pm each Saturday and Sunday, from November 28, 2025, through November 28, 2026); and making environmental review findings.

SUMMARY:

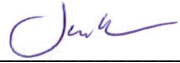
- From August 2020 to November 2023, the Hayes Valley Neighborhood Association and Hayes Valley Merchants Council operated a weekly recurring closure (Friday, Saturday, Sunday) of Hayes Street between Gough and Octavia under the Shared Spaces program.
- On October 17, 2023, the SFMTA Board approved a two-day (Friday and Saturday) street closure, reducing it by one day due to compliance challenges and public feedback.
- On November 19, 2024, the SFMTA Board approved a renewal of the two-day (Friday and Saturday) closure, but applicant requested a three-day (Friday, Saturday, Sunday) closure.
- Applicant has again requested a Roadway Shared Spaces closure of Hayes Street between Gough and Octavia streets to vehicular traffic three days a week (Friday, Saturday, Sunday).
- Staff recommend a permit be granted for two days a week (Friday and Saturday).
- Roadway Shared Spaces closures which significantly interfere with or delay a public transit service, exceed ten consecutive hours per day over four consecutive days per week, or exceed a total period of time more than two years are considered to be a Longer-Term Closure and therefore require approval from this Board.
- The proposed Roadway Shared Spaces closure has been presented at an Interdepartmental Staff Committee on Traffic and Transportation public hearing.
- The proposed Roadway Shared Spaces street closure has been reviewed pursuant to the California Environmental Quality Act (CEQA).

ENCLOSURES:

1. SFMTAB Resolution
2. Better Streets Plan Mitigated Negative Declaration
http://sfmea.sfplanning.org/2007.1238E_FMND.pdf
3. Better Streets Plan CEQA Findings, Planning Commission Resolution
https://sfplanning.s3.amazonaws.com/default/files/meetingarchive/planning_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf
4. Better Streets Plan Mitigated Negative Declaration Shared Spaces Addendum
https://citypln-m_extnl.sfgov.org/SharedLinks.aspx?accesskey=bc61363c7effb77e5715d781677a071ae265f0cdbf27c18bd9d91b3402e0900a&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0

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APPROVALS:
DIRECTOR



DATE
November 13, 2025

SECRETARY



November 13, 2025

ASSIGNED SFMTAB CALENDAR DATE: November 18, 2025

PURPOSE

Approving a Roadway Shared Spaces street closure application for Hayes Street between Gough and Octavia streets, 4 pm to 10 pm each Friday and 10 am to 10 pm each Saturday, from Friday, November 28, 2025, through Saturday, November 28, 2026 (application from the Hayes Valley Neighborhood Association is for a Roadway Shared Spaces permit to close Hayes Street between Gough and Octavia streets, 4 pm to 10 pm each Friday, and 10 am to 10 pm each Saturday and Sunday, from November 28, 2025, through November 28, 2026); and making environmental review findings.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item will support the following goals and objectives of the SFMTA Strategic Plan:

- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.
- Goal 7: Build stronger relationships with stakeholders.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
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.

DISCUSSION

Permit History

From August 2020 to October 2023, the Hayes Valley Merchants Council (HVMC) and Hayes Valley Neighborhood Association (HVNA) have operated a 3-day weekly recurring Roadway Shared Spaces closure of 3 blocks of Hayes Street between Franklin and Laguna streets on Fridays, Saturdays, and Sundays. This street closure was initially permitted under the Shared Spaces program authorized by the pandemic State of Emergency and Mayor Breed’s supplemental emergency proclamations and was intended to support local businesses by repurposing street space for outdoor cultural events, arts activities, entertainment, dining, retail, services and general recreation.

After their first Roadway Shared Spaces permit expired in December 2020, the sponsor renewed their temporary, pandemic-era Roadway Shared Spaces permit on multiple occasions. Across multiple permit cycles, the permit footprint and days of operation have been refined to the 1 block of Hayes Street between Gough and Octavia streets for Fridays and Saturdays, in order to strike a balance between the benefits afforded by the provision of additional outdoor space for retail and recreation with the associated impacts to neighborhood traffic and local access that best serves the Hayes Valley community.

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In February 2023, the HVMC and HVNA applied for a new permit under the permanent Roadway Shared Spaces program for the 3-day weekly closure of Hayes Street, between Gough and Octavia streets, on Fridays from 4 pm to 10 pm, and Saturdays and Sundays from 10 am to 10 pm. Planned recurring activation of the closure would include rotating entertainment, vendors, artists, food, and outdoor dining. Occasional themed activations would include the October Halloween Walk, December Holiday Stroll, and July Carnival.

Staff identified that the proposed closure would continue to require a reroute of the Muni 21-Hayes route around the closure area which the SFMTA has had to implement during the closure period. This reroute, however, poses logistical and operator challenges and constitutes an impact to transit. Therefore, the proposed closure falls outside of the authority delegated to the Interdepartmental Staff Committee on Traffic and Transportation under Section 6.16 of the San Francisco Transportation Code to permit the issuance of a Temporary Closure permit for the proposed Roadway Shared Space but instead requires approval from the SFMTA Board of Directors.

At the October 17, 2023 SFMTA Board meeting, staff recommended permitting a 1-day weekly street closure on Saturdays from 1 pm to 10 pm. In addition to the challenges posed by the reroute of the 21-Hayes, this recommendation was based on observations of a lack of activation of the closure area, inconsistent placement of barricades and monitoring of intersections, traffic congestion on nearby blocks, and double-parking at intersection barricades. In response to these challenges, staff also recommended additional wayfinding, regular activation, an updated barricade setup at both ends of the closure area, intersection monitors, and additional loading spaces as conditions of the permit.

After considering the staff recommendation to permit a closure for only one day per week on Saturdays, the SFMTA Board, on November 7, 2023, voted to approve an amended staff recommendation to also include Fridays from 4 pm to 10 pm in support of the community indicating that Fridays are the most active day of the weekend. The HVMC and HVNA have held this 2-day weekly Hayes Roadway Shared Spaces permit until October 2024, with permit conditions recommended by staff, including those noted above.

In August 2024, the HVNA applied for a new permit for the same street closure area with expanded timeframes. The applicant requested the same Friday time 4 pm to 10 pm, an earlier Saturday start time from 10 am to 10 pm, and adding Sunday from 10 am to 8 pm. The earlier start time for Saturdays would allow restaurants to run brunch service for outdoor dining and more time for artists and vendors to set up booths. The Sunday street closure would allow for more events programming.

At the November 19, 2024 SFMTA Board meeting, staff recommended, and the SFMTA Board approved, a permit for a 2-day a week street closure with the same Friday time 4 pm to 10 pm and the expanded Saturday time from 10 am to 10 pm. Staff's recommendation was based on same observations as the previous year's issues.

Current Permit Compliance

The permit compliance of the one-year street closure that expires in November 2025 improved in

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many aspects compared to earlier years. Specifically, the applicant demonstrated more regular street activation on Saturdays. These events included art walks, seasonal and holiday events, activities for children, dance classes, and live music performances. The permittee consistently placed intersection barricades at both Gough and Octavia in the correct placement, which helped reduce illegal double-parking at the entrances of the street closures.

Some of the challenges documented this year include concerns with vehicle access, traffic congestion, and impacts to emergency access. The permittee was inconsistent with permit conditions such as staffing each intersection with monitors to prevent food delivery vehicles from entering the street closure. There have been reports of unpermitted clothing vendors in the street closure. Activation on Friday evenings has been inconsistent with lack of programming. The reroute of the 6 Hayes on Friday evenings and weekends continues to be confusing to riders who complained about not knowing where to board on which days. Although Sundays were not approved in the latest permit, they have been challenging since the service plan requires the bus to be re-routed both weekend days to provide accurate schedules and customer information but functionally the street is open to vehicular traffic on Sundays.

Current Permit Application

In August 2025, the HVNA (applicant) applied for a new permit for the same street closure area with expanded timeframes. The applicant requested the same Friday time 4 pm to 10 pm, the same Saturday time 10 am to 10 pm, and the addition of Sunday from 10 am to 10 pm. The applicant is requesting Sunday to allow for more events programming.

This application was considered at the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) public hearing on October 23, 2025. ISCOTT members voted 6-0 to recommend this item, excluding the addition of Sundays, to SFMTA Board for approval. The ISCOTT representative from the SF Fire Department strongly emphasized the need for the applicant to staff the barricades at all times. The applicant acknowledged intermittent and/or inconsistent staffing of monitors during lightly programmed events, despite full staffing being a condition of their street closure permit, and committed to improving compliance. If approved, the permit would again include a condition that the barricades must be staffed with monitors at all times to allow emergency access.

To continue the successes of last year's permit, staff support approval of a permit renewal that closes Hayes between Gough and Octavia streets, 4 pm to 10 pm each Friday, and 10 am to 10 pm each Saturday. Staff recommend that additional Sunday closures and events be permitted through individual ISCOTT applications in order to manage programming and compliance.

ITEMS

The following items were considered at a Public Hearing held on October 23, 2025, by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). For the reasons above, staff recommend the SFMTA Board of Directors approve a modified version of the applicant's request, as listed in Item A:

- A. ESTABLISH – SHARED SPACES ROAD CLOSURE – for Hayes Street between

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Gough and Octavia streets, 4 pm to 10 pm each Friday and 10 am to 10 pm each Saturday, from Friday, November 28, 2025, through Saturday, November 28, 2026.

Item A would grant a permit for a Shared Spaces Road Closure for the Hayes Valley Neighborhood Association to provide outdoor, dining, retail, and entertainment space for the public and customers of nearby businesses.

The SFMTA Board of Directors is asked to consider the approval of a Longer-Term Closure of the above area under the authority granted by California Vehicle Code section 21101 and Div. II, section 206 of the Transportation Code for the purpose of issuing a Roadway Shared Spaces permit. In doing so, the Board would find based upon a determination of public convenience and necessity that the subject portion of Hayes Street is no longer needed for vehicular traffic during the proposed closure hours, and that the street closure is necessary for the safety and protection of the public who will use the street during the closure.

STAKEHOLDER ENGAGEMENT

Item A was considered at a Public Hearing held on October 23, 2025, by ISCOTT. The applicant provided six letters of support from businesses. At the deadline for public comments, ISCOTT received 235 letters of support and 215 letters of opposition via email. Twenty-six verbal public comments concerning this item were received at the hearing.

The emailed letters of support included many from residents in Hayes Valley and many from other neighborhoods who frequently visit Hayes Valley because of the shared space street closure. There were 226 similarly-worded letters of support from individuals and nine unique letters of support. The supporters highlighted the benefits of the Hayes shared space as a family-friendly outdoor space, a space that fosters community, and promotes local businesses.

The emailed letters of opposition included one from HVSafe, with agreement by the Hayes Valley Small Business Association. HVSafe's chief concern is that "the claimed community benefits [of the Hayes shared space] no longer outweigh the strain this closure places on city resources, enforcement, and public trust." They point out that there is a lack of oversight or defined metrics for the Hayes shared space, that there is a politicization of process and misallocation of city resources toward the Hayes shared space. There were 209 identical letters of opposition, including from seven retail businesses on the surrounding blocks. The letters note that the street closure has "hurt small businesses, divided the neighborhood, and eroded public trust." They suggest that events should be held in existing open spaces such as at Proxy and Patricia's Green instead of on the main commercial corridor on Hayes Street.

At the ISCOTT hearing, the majority of public comments were in support of renewing the Hayes shared space. Supporters shared that the street closure has become a beneficial public realm for the community to gather at, and that due the street layout in the neighborhood, the street closure is a welcome respite from the high traffic volume streets around Hayes Valley. A few public comments in opposition to continuing the street closure shared that there are compliance issues with the current permit and that there needs to be a study to quantify larger impacts to the neighborhood. They suggest that events should be permitted on a one-by-one basis instead of

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with a weekly recurring permit. A couple public comments were neutral, noting that while they understand the benefits of the shared space, there are noise issues and traffic impacts that can be improved upon.

The chair of ISCOTT acknowledged that while there have been improvements in permit compliance and activations, there are still permit compliance issues and inconsistencies in activating the space. The chair moved to strike the requested Sunday addition and put the Friday and Saturday times to a vote. ISCOTT members voted 6-0 to recommend the Friday and Saturday times to the SFMTA Board of Directors for approval.

Staff notes that a core focus of the Shared Spaces program is supporting San Francisco's economic recovery. Since Hayes Valley merchants are mixed in how this block closure supports that goal, the SFMTA requests market (retail vendor) events be limited each year and coordinated with merchants. Sales tax data from 2023 shows that sales have recovered after 2020 and are slightly higher than 2019 (pre-pandemic) for the three blocks of Hayes Street between Franklin and Laguna streets. A focused study would be needed to find out the economic impacts of the street closure.

ALTERNATIVES CONSIDERED

Staff considered a 3-day closure, as requested by the applicant. Given concerns over inconsistent barricade staffing, transit impacts, and community feedback on economic and traffic impacts, staff considered alternatives including shorter frequency, duration, or discontinuing the regular closure. However, given the applicant's increased and regular activation of the street, commitment to barricade staffing compliance, and community feedback in support of the street closure, staff are recommending a 2-day closure.

FUNDING IMPACT

The ISCOTT application fee, which applies to Roadway Shared Spaces (Transportation Code SEC 6.16(g)), is set at a cost recovery rate to cover staff's time and effort to review the subject application. The applicant for Item A has paid an application fee of \$1,280 for applications submitted more than 120 days before the first event.

The 6-Hayes/Parnassus route runs on trolley coaches. The operational cost to motorize the route to accommodate the street closure (off-wire) is approximately \$1,500 per week (\$75,000 per year). It is costlier to run motor coaches than trolley coaches.

ENVIRONMENTAL REVIEW

On April 19, 2021, the San Francisco Planning Department determined that the Shared Spaces Program (Case No. 2021-003010ENV), inclusive of Item A, is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E, September 17, 2010), and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. On October 28, 2010, the Planning Commission in Resolution No. 18211, adopted findings under the California Environmental

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Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), and a Mitigation Monitoring and Reporting Program (MMRP), associated with the Better Streets Plan.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Pursuant to section 206 of the Transportation Code, the decision of the SFMTA Board of Directors with respect to any proposed Longer-Term Closure of a Traffic Lane shall be final.

A public hearing for Item A was held at the October 23, 2025, meeting of ISCOTT.

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommends approving a Roadway Shared Spaces street closure application for Hayes Street between Gough and Octavia streets, 4 pm to 10 pm each Friday, and 10 am to 10 pm each Saturday, from Friday, November 28, 2025, through Saturday, November 28, 2026, (application from the Hayes Valley Neighborhood Association is for a Roadway Shared Spaces permit to close Hayes Street between Gough and Octavia streets, 4 pm to 10 pm each Friday, and 10 am to 10 pm each Saturday and Sunday, from November 28, 2025, through November 28, 2026); and making environmental review findings.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Hayes Valley Merchants Council (HVMC) and Hayes Valley Neighborhood Association (HVNA) have operated a recurring three day per week closure of Hayes Street between Gough and Octavia streets from August 2020 to October 2023 under the pandemic era and permanent Roadway Shared Spaces programs; and,

WHEREAS, The SFMTA Board of Directors, on November 7, 2023, voted to approve an amended staff recommendation to include both a Friday closure from 4 pm to 10 pm and a Saturday closure from 1 pm to 10 pm of Hayes Street between Gough and Octavia streets; and,

WHEREAS, The SFMTA Board of Directors, on November 19, 2024, voted to approve an amended staff recommendation to include a Friday closure from 4 pm to 10 pm and a Saturday closure from 10 am to 10 pm of Hayes Street between Gough and Octavia streets; and,

WHEREAS, The San Francisco Municipal Transportation Agency has received an application for a Roadway Shared Spaces street closure from the HVNA to close Hayes Street between Gough and Octavia streets Fridays from 4 pm to 10 pm, Saturdays from 10 am to 10 pm, and Sundays from 10 am to 10 pm from Friday, November 28, 2025, through Saturday, November 28, 2026; and,

WHEREAS, Staff recommend the SFMTA Board of Directors approve Item A as follows:

- A. ESTABLISH – SHARED SPACES ROAD CLOSURE – Hayes Street between Gough and Octavia streets, 4 pm to 10 pm each Friday and 10 am to 10 pm each Saturday, from Friday, November 28, 2025, through Saturday, November 28, 2026; and,

WHEREAS, The subject portion of the above listed street is no longer needed for vehicular traffic during the proposed closure hours and the street closure is necessary for the safety and protection of the public who will use those portions of the street during the closure; and,

WHEREAS, On September 17, 2010, the San Francisco Planning Department published the Better Streets Plan Final Mitigated Negative Declaration (Better Streets Plan FMND, Case No. 2007.1238E), and under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code—the San Francisco Planning Commission adopted CEQA Findings, a Mitigation Monitoring and Reporting Program (MMRP) on October 28, 2010 under Motion 18211; and,

WHEREAS, On April 19, 2021, the San Francisco Planning Department determined that the Shared Spaces Program (Case No. 2021-003010ENV), inclusive of Item A, is within the scope of the Better Streets Plan FMND and that it would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Better Streets Plan Final Mitigated Negative Declaration (FMND) and Addendum and finds that since adoption of the FMND, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FMND, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FMND; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMND; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, The San Francisco Municipal Transportation Agency Board of Directors adopts these CEQA findings as its own; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency approves Item A above and finds that the subject portion of the above listed streets is no longer needed for vehicular traffic during the proposed closure hours and the street closure is necessary for the safety and protection of the public who will use that portion of the street during the closure.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 18, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency