Shared Spaces
Hayes Street 2026 - 2028 Permit

400 Block – Hayes Street between Gough and Octavia streets

SFMTA Board of Directors Meeting

December 1, 2026

Agenda

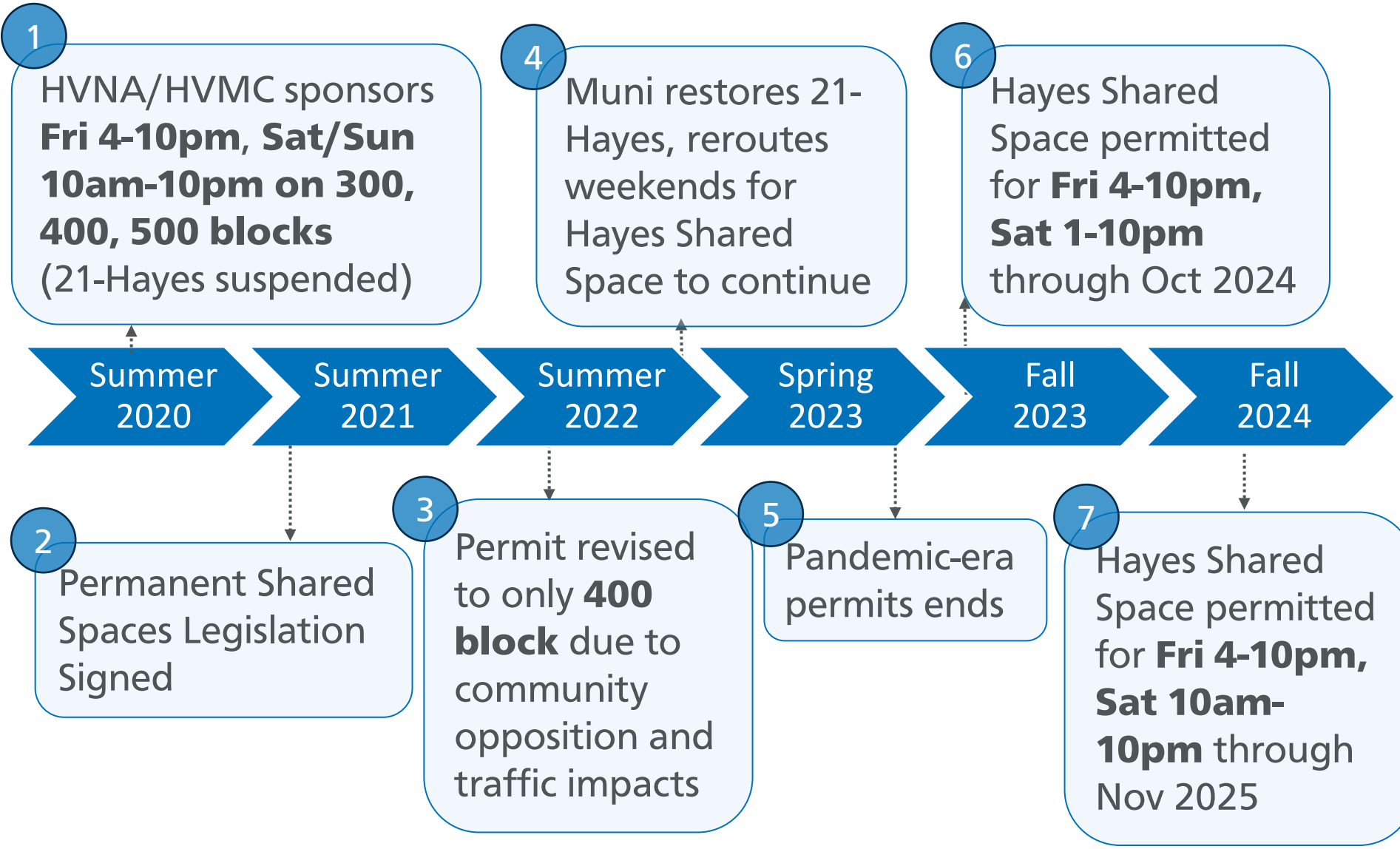


1. Hayes Street Shared Space: 2025/26
   - Successes and Challenges
2. Hayes Valley Public Life Study
3. Application for new Shared Space: 2026/28
   - ISCOTT Hearing
   - Discussion

Hayes Shared Space Location



Hayes Shared Space Timeline



Hayes Shared Space Timeline

8 Muni combines 21-Hayes with 6-Haight-Parnassus into the 6-Hayes-Parnassus line, continues reroutes on weekends for Hayes Shared Space

10 Muni re-route moves from regular to Special Event schedule to reduce service impacts

2025 → 2026

9 Hayes Shared Space permitted for **Fri 4-10pm, Sat 10am-10pm** through Nov 2026

11 11/12/26 ISCOTT Hearing with recommendation for **Fri 4-10pm & Sat 3-10pm**

Current Permit: Challenges

- Muni Service Reroute
  - Confusing to riders
- Business impacts
  - Some merchants report negative impacts to business



Bus stop relocation sign on bus shelter


Hayes Shared Space, July 2026

Current Permit: Improvements

- More consistent staffing at barricades
- Setting up the lane taper east of Gough
- Posting permit and “No Smoking” signs visibly





Westbound lane taper at Hayes/Gough


Barricade monitor at Hayes/Gough, July 2026

Hayes Valley Farmers Market

New farmers market on same block of Hayes Street between Gough and Octavia.

- Currently permitted for June 6, 2026 through June 5, 2027
- Operated by Pacific Coast Farmers Market Association
- Saturdays 7 am-3 pm (market open 10 am-2 pm)

HVNA Shared Space permit's Saturday street closure time was amended to 3 pm-10 pm.



Hayes Valley Public Life Study

Purpose
Better understand the impacts of the Hayes Street Shared Space on Public Life, Transportation, and Business Activity

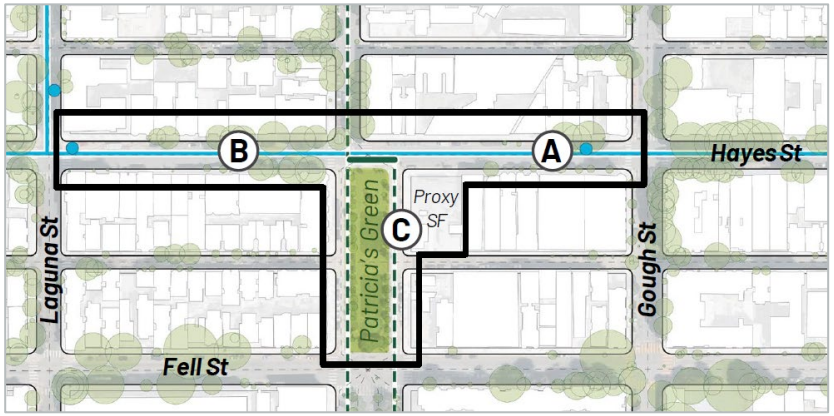
Goal
Inform Hayes St Shared Spaces permit renewal and future neighborhood concepts

Phase One
Analyze public life, transportation, business input (summer/fall 2026)

Phase Two
Develop concepts for activation, open space and pedestrian improvements (winter/spring 2027)



The Hayes Study is being led by the SF Planning Department and is being funded by the Octavia Special Fund



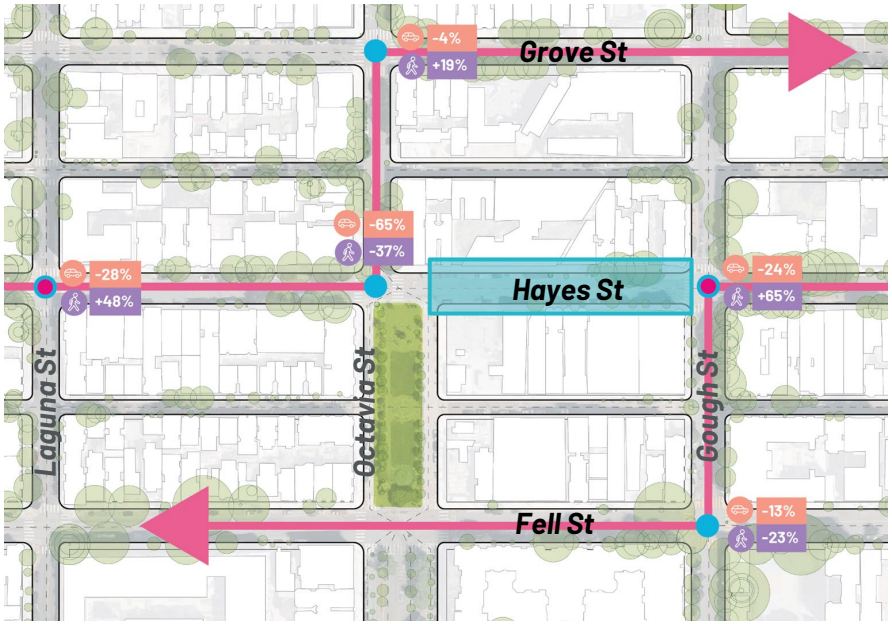
The Hayes Study assesses use of public space on the 400 and 500 blocks of Hayes St along with Octavia Blvd at Patricia's Green and PROXY SF.

Hayes Study – Transportation Findings

Lower vehicle activity and higher pedestrian activity across study intersections on Saturday

Across the study intersections, on average there is **30% fewer vehicles on Saturday** than on Wednesday, compared to the citywide difference of 15%.

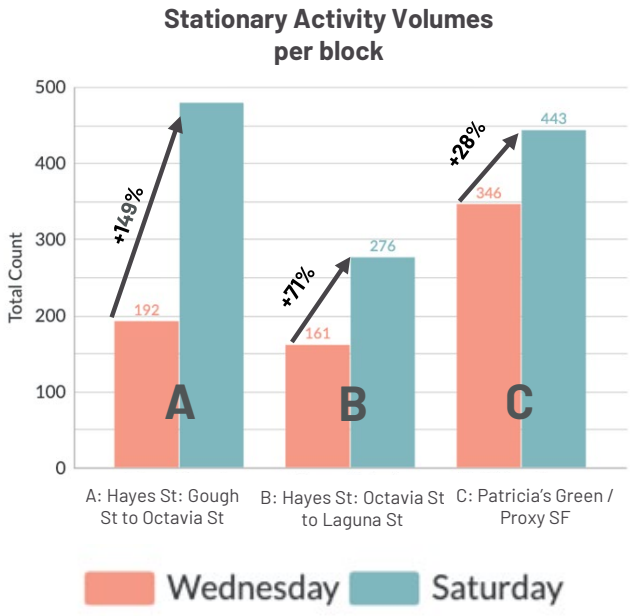
Pedestrian volumes at Hayes St/Gough St and Hayes St/Laguna St, gateways to the Hayes Street Shared Space, **increase by 50-70% from Wednesday to Saturday.**

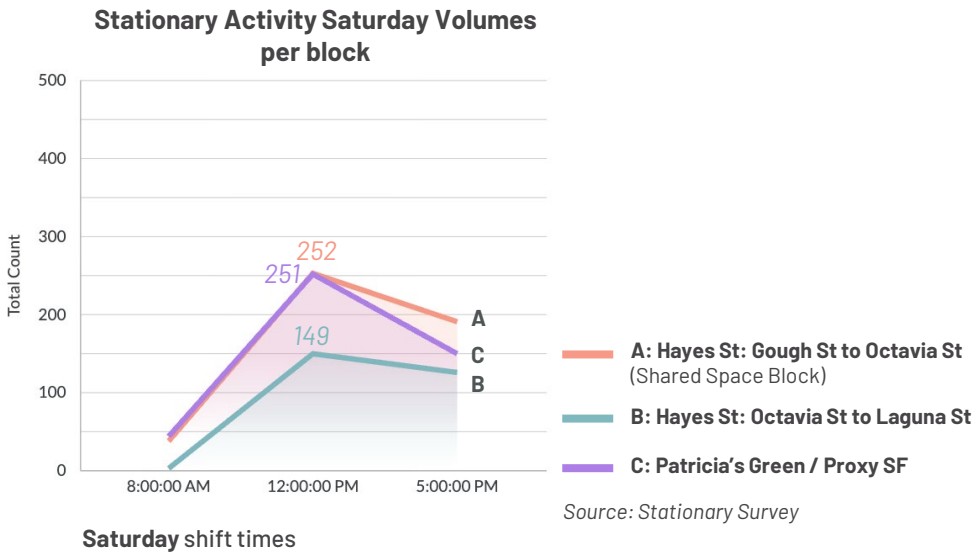


Source: SFMTA and Quality Counts, July 2026

Hayes Study – Public Life Findings

The Shared Space block Ⓐ sees a surge of stationary people on Saturdays, rivaling Patricia's Green / Proxy SF Ⓒ





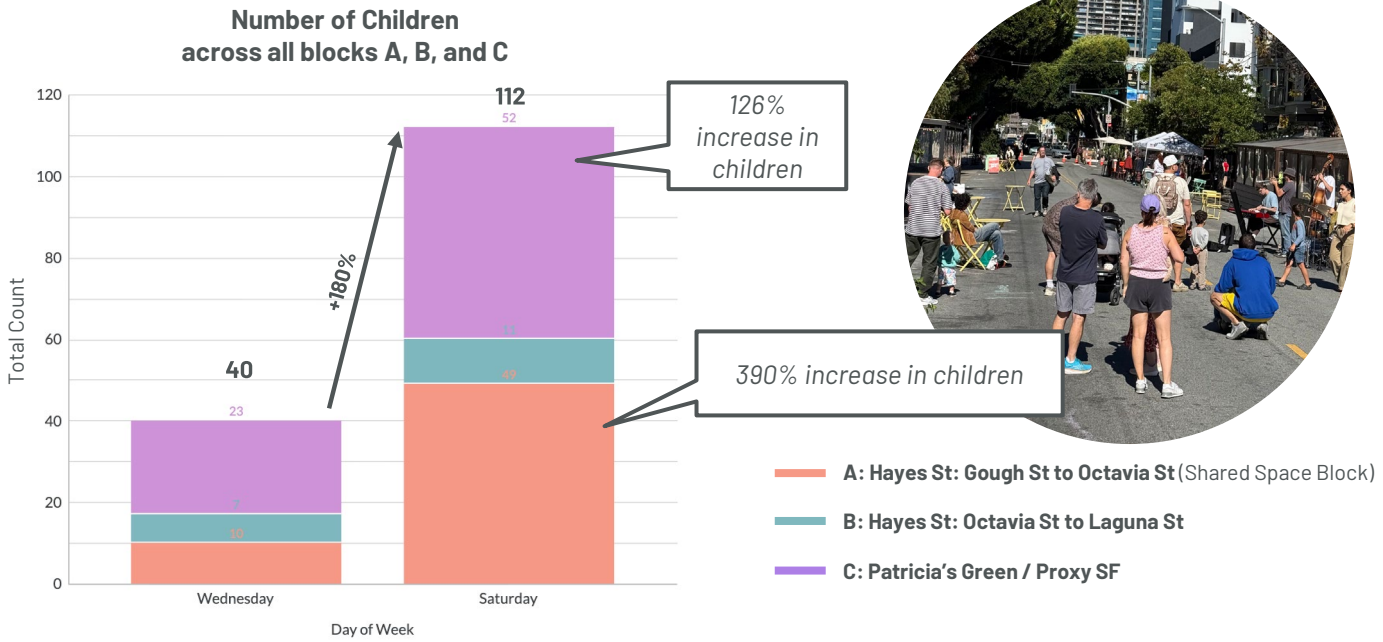
Source: Stationary Survey

Graphs above show from public life survey show increases in stationary activity for all study blocks from Wednesday to Saturday. The 500 Block of Hayes Street (Block B) jumped 71% on Saturday, Block A (Shared Space block) increased at over 2x the rate at 149%

Hayes Valley Public Life Study

Hayes Study – Public Life Findings

The observed number of children spending time nearly triples on weekends, with the biggest increase on the Shared Space block Ⓐ , showing that the block attracts youth even with minimal interventions.

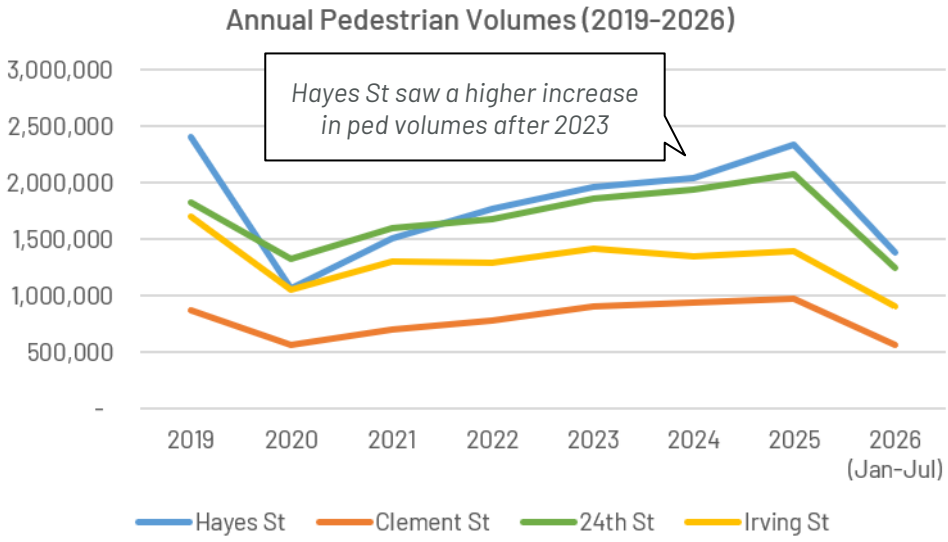


Source: Stationary Survey

Hayes Study – Comparative Corridors

The study looked at annualized pedestrian volume 'big data' for Hayes and three other commercial corridors to complement the field counts

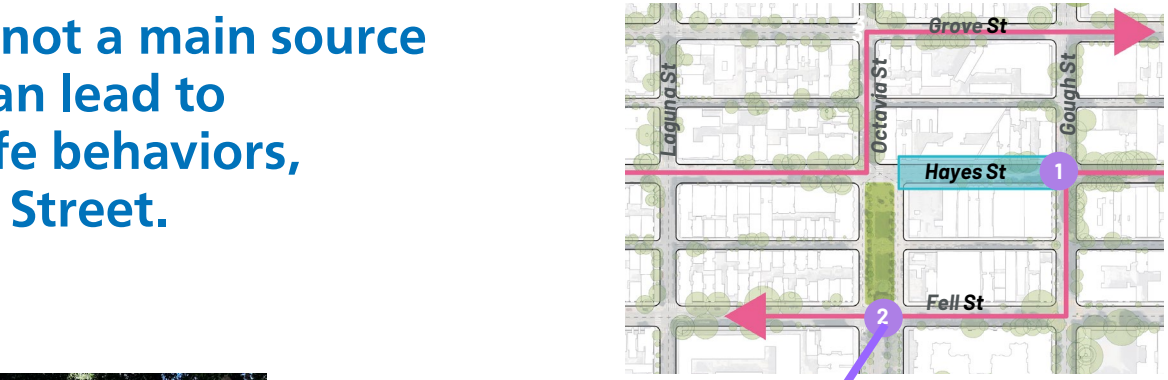
- All four corridors have had steady post-pandemic recovery in pedestrian visits.
- **After taking the biggest hit from the pandemic, Hayes Street pedestrian volumes are recovering the fastest**.
- We only have 6 months of 2026 data, but **Hayes Street pedestrian volumes have likely exceeded pre-pandemic levels** by now



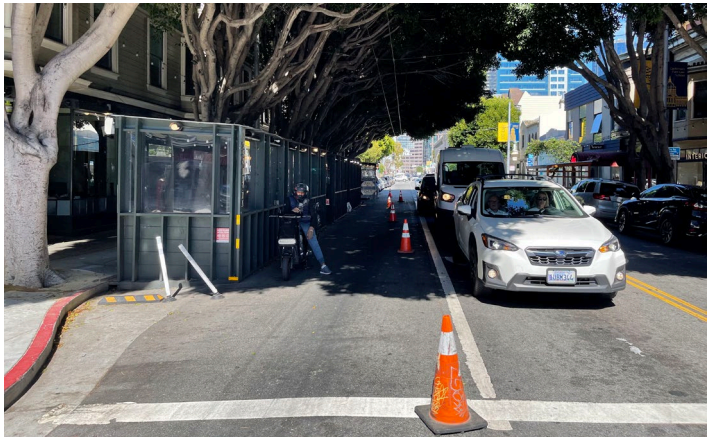
Graph above compares annual pedestrian volumes between Hayes Street and three other comparable commercial corridors: Clement, Irving, and 24th streets. (Source: Placer AI)

Hayes Study – Transportation Findings

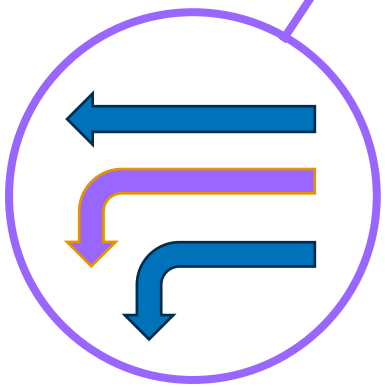
Vehicle detours are not a main source of congestion but can lead to confusion and unsafe behaviors, especially at Gough Street.



1



Gough and Hayes: Despite an overall reduction of vehicles at the intersection on Saturdays, the westbound left turn sees a **30% increase** on average.



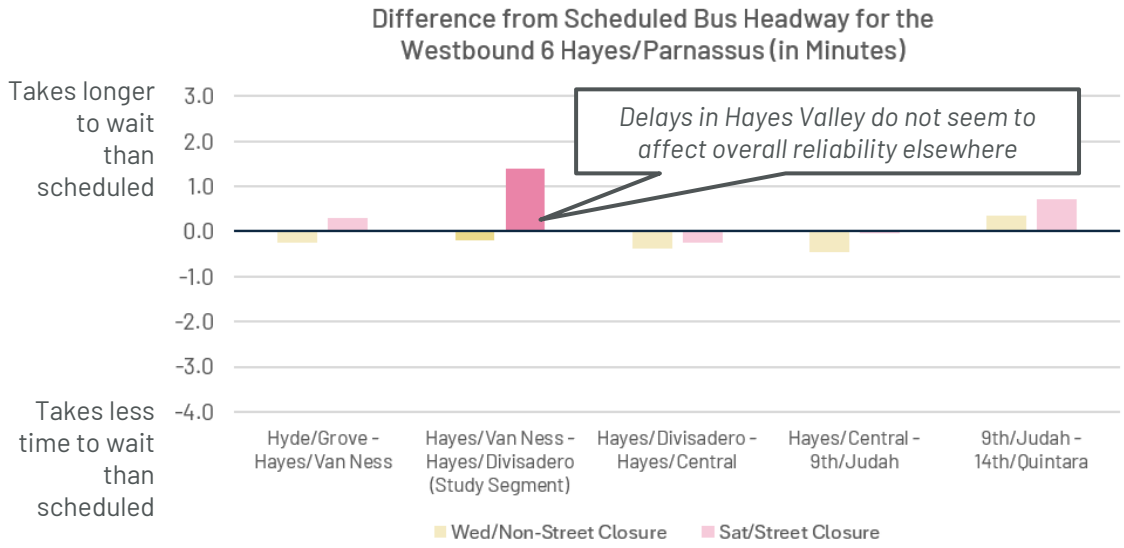
Fell & Octavia: Congestion backups from this intersection to Gough Street should be reduced when the SFMTA installs a new double-left turn design for westbound traffic in early 2027 (pending approval by the SFMTA Board on December 15, 2026).

Hayes Study – Transportation Findings

6 Hayes-Parnassus bus route speeds and legibility are reduced near the closure, but not overly so; and there is room for improvement.

- Within Hayes Valley, the westbound bus is 16% slower on Saturday compared to Wednesday, but the line recovers quickly and overall reliability is not impacted.
- New permanent signage tells riders to board on Grove when Hayes is closed.
- Potential for better signage, striping on Grove Street.





Source: SFMTA, January - July 2026, 10am - 10pm

Hayes Study – Business Outreach

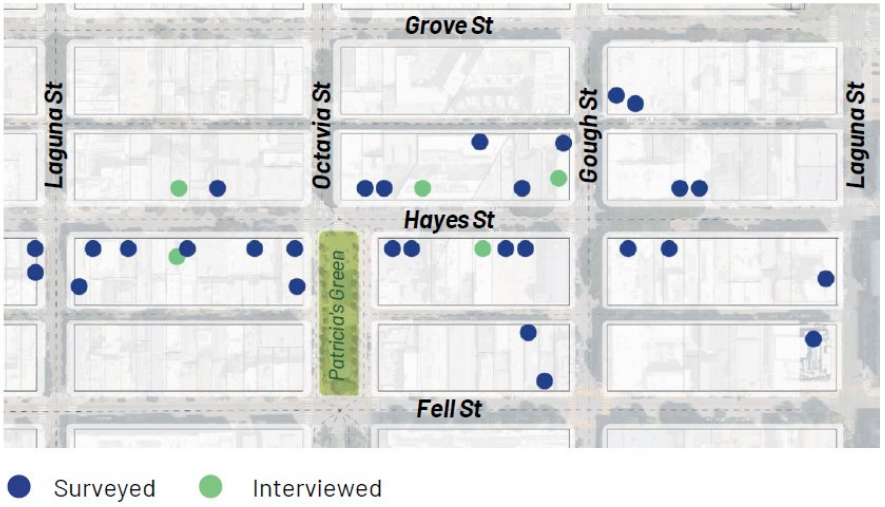
Merchant feedback remains divided on business impacts, but leans more positively in terms of closure's affect on neighborhood.

Respondents perceive Shared Space as strongly improving pedestrian activity (67%) and street atmosphere (55%)

Opinions on the impact to individual businesses are divided: 41% see a negative, 37% a positive, 22% no impact

Customer parking is the most widely shared pain point, including for businesses that favor the closure. Reduced visibility compounds the issue for a smaller group.

A majority of respondents want some form of the closure to continue. *13% support expanding operations,* 31% support current operations, while 28% favor scaling back the closure or limiting it to times with active programming. (28% want it to end.)



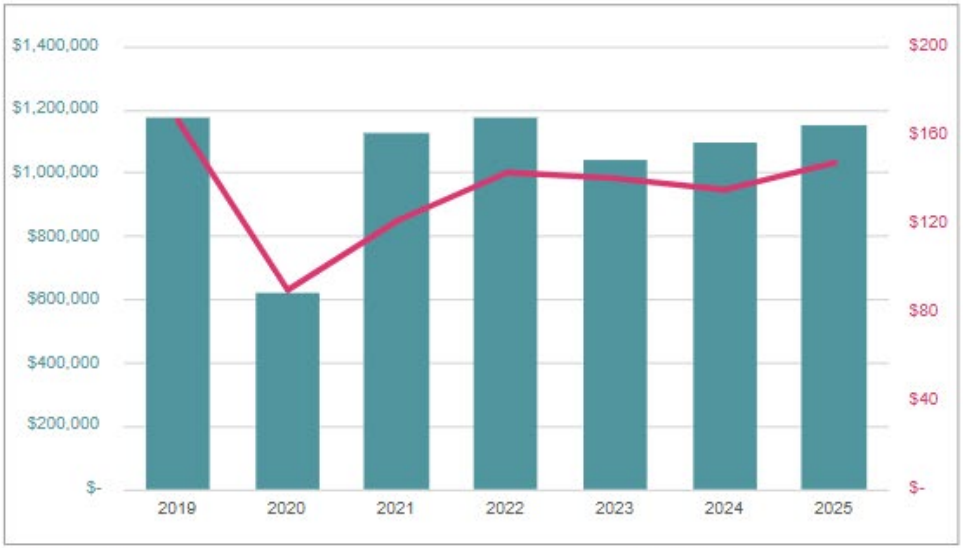
The Hayes Public Life Study contacted over 80 businesses, received survey responses from 32 of them, and conducted 5 business interviews for insights into the effects of the shared space closure.

Sales Tax Data

Sales tax revenue has generally rebounded to pre-pandemic levels, although this recovery may not be evenly distrubited across the study area

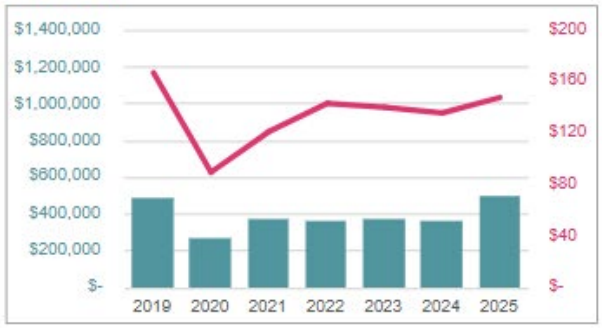
Annual Business Sales Tax, By Block

300-500 Hayes

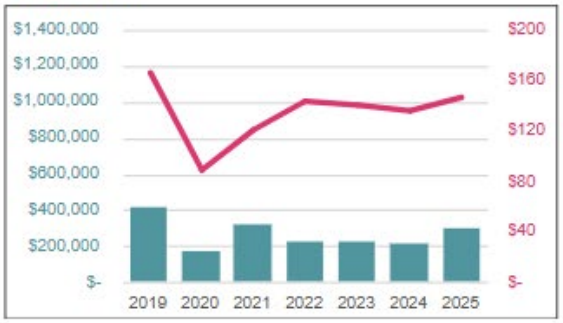




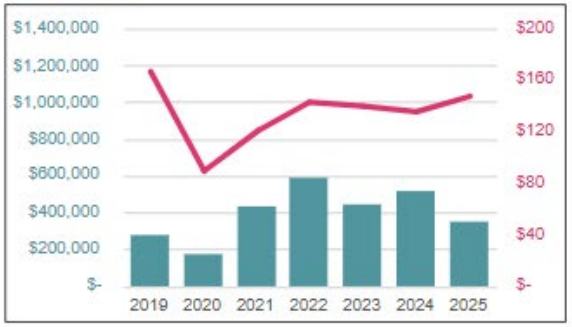
500 Block



400 Block

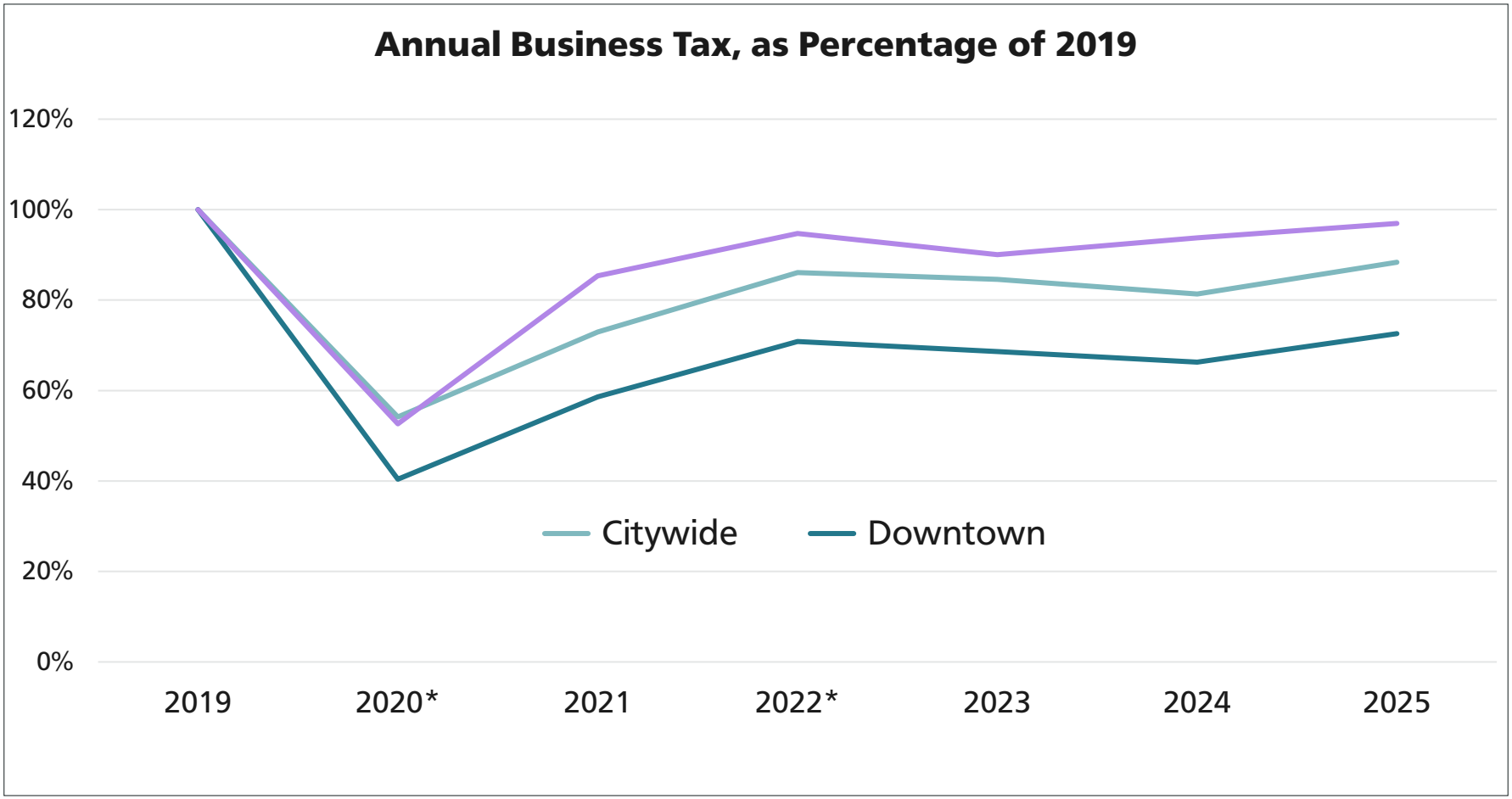


300 Block



Sales Tax Data

The Hayes commercial corridor is outperforming the citywide average in terms of recovery.



Source: sfstax.hdlgov.com/geodata

Hayes Study – Overall Findings

- Fewer vehicles and more pedestrians, including children, on Saturdays
  - While the change in volume is generally a weekday vs. weekend trend, the increases in children and people lingering are likely attributable to the closure
- Closure not leading to excess congestion (at least on Saturdays); Gough/Hayes intersection is a priority to manage well but should be helped by planned changes to Fell/Octavia
- Some impacts on bus speed and route legibility, but mostly contained to the westbound direction with few ripple effects for rest of corridor
- Businesses remain divided on economic impacts, but majority support a continued street closure of some kind
- Based on broader sales tax and pedestrian volume assessments, Hayes Street has returned to pre-pandemic activity levels and has recovered faster than both the citywide average and comparable corridors

Hayes Study – Next Steps

- Develop concepts for activation, open space and pedestrian improvements (Winter – Spring 2027)
  - Will prioritize a range of improvements based on permitting decision and public feedback
  - Will include potential improvements for the 6 Parnassus re-routing to limit impacts from the closure
- Conduct additional (limited) data analysis:
  - Potential for more Friday evening, comparative corridor analysis to better identify closure impacts from broader weekday/weekend trends
  - Spring 2027 traffic counts for ongoing evaluation
- Public engagement and feedback opportunities for draft study materials/concepts (spring 2027)
- Final study concepts to be reviewed and accepted by SFCTA Board for potential funding eligibility and advancement through the Octavia Special Fund

November 12, 2026 ISCOTT Hearing

Support

- Application package included 6 Letters of support from businesses
- 270 Emails
  - From residents in the area
  - From visitors who frequent HV more often with the street closures
  - Family-friendly space for young children
  - Gathering spot
  - More foot traffic for local businesses
  - Support of 2-year permit
- 10 Public comments

Oppose

- 3 Emails
  - 2 from HVSafe
  - 1 from HVSBA
  - Concerns about transit impact
  - Cumulative neighborhood impact
  - Suggestion to hold events in other locations
  - Objection to current street closure and a 2-year permit

Next Steps – Board Action

ISCOTT recommended that Board consider a 2-year permit term –

Friday, December 4, 2026, through
Sunday, November 26, 2028.

Today's action is to permit **all**, **a component of**, or **deny** HVNA's request for:

- Friday, December 4, 2026 through Sunday, November 26, 2028
  - Fridays, 4 pm-10 pm
  - Saturdays, 3 pm-10 pm

Questions?



Monica Munowitch
Shared Spaces Program Manager
Monica.Munowitch@sfmta.com
SF.gov/Shared-Spaces