Page Street Neighborway

Phase One - Webster to Market Streets

Project Summary

Sept 2018

Project Timeline

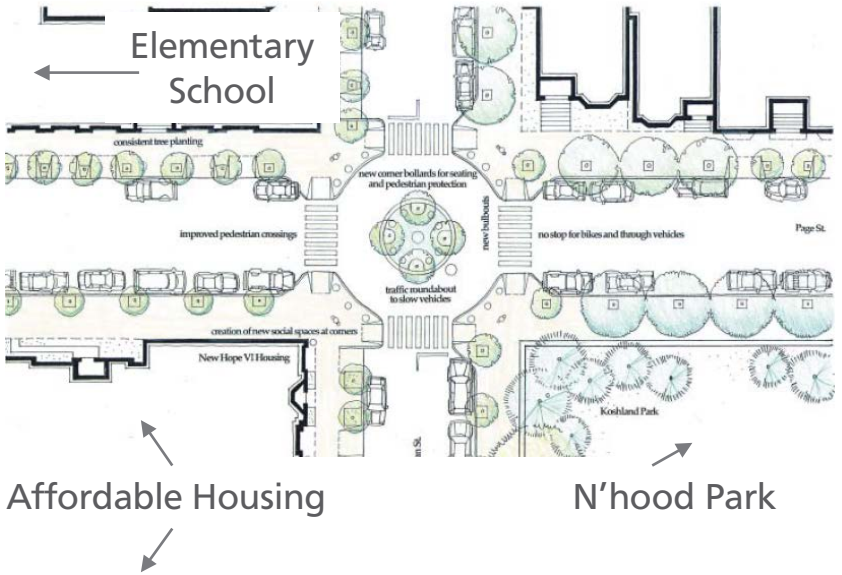
Market Octavia Plan | Planning & Outreach | Design | Construction

2000's

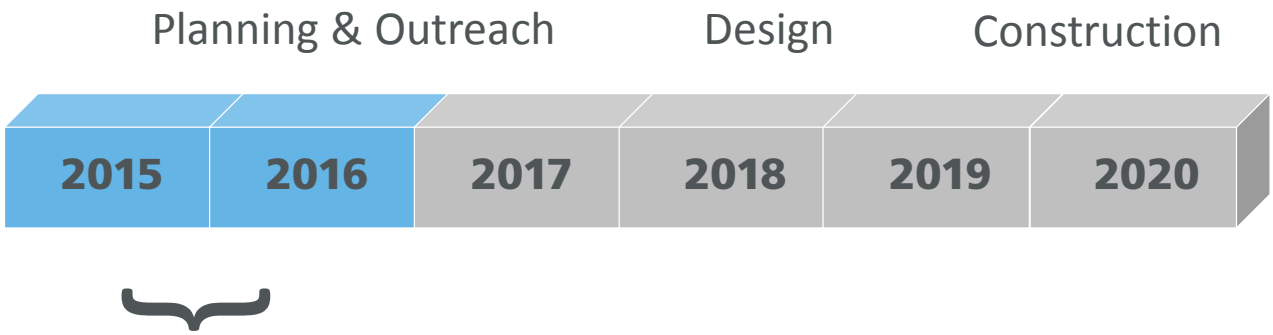
2015 | 2016 | 2017 | 2018 | 2019 | 2020

- Vision for walkable, bikeable, mixed-income neighborhood
- Established funding for improvements (impact fees)
- Page/Buchanan concept

Image: Market-Octavia Area Plan



Project Timeline



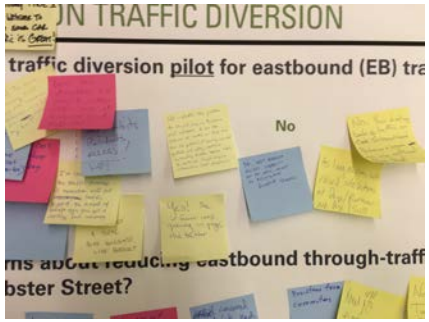
Issues

- Chronic congestion with cars accessing Octavia/freeway
- More bikes than cars in the morning peak hour (~300/hr)
- Page/Octavia on High-Injury Network (Vision Zero)

Meetings & Outcomes

- Fall 2015 “Walk & Talk” led to near-term improvements (center-running bike lane)
- 2015 and 2016 open houses as part of Octavia Enhancement Project & Lower Haight Public Realm Plan

Project Timeline



Planning & Outreach | Design | Construction

2015 | 2016 | 2017 | 2018 | 2019 | 2020

Meetings & Outcomes

- Stakeholder meetings with John Muir Elementary, Zen Center, Market-Octavia CAC, Hayes Valley Neighborhood Association
- March 2017 combined open house with Lower Haight Public Realm Plan
- Clear support for improvements and pilot measure to “do something”

Project Proposal

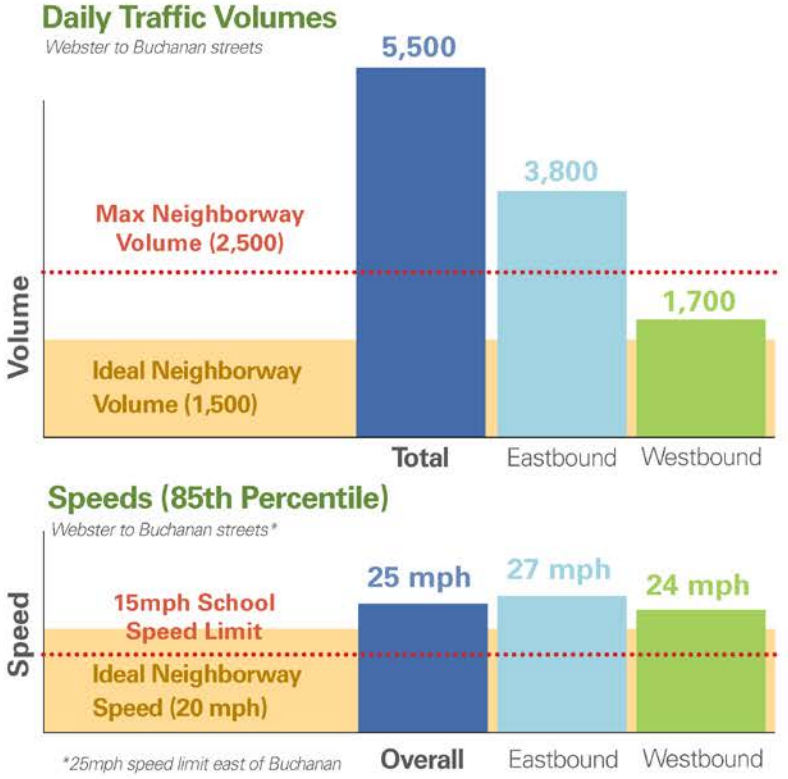
WHAT IS A NEIGHBORWAY?

The SFMTA is hoping to apply the "neighborway" concept to Page Street to create a safe, pleasant east-west route for people walking and biking in the Hayes Valley and Haight neighborhoods. The neighborway isn't a new idea, though. Neighborways are residential streets designed for low vehicle traffic and speeds, where children can play and people walking and biking are given priority. They've been implemented throughout the U.S. and Canada, including in cities like Seattle, Portland, and Chicago.

Neighborways:

- **Serve as active transportation connections** between parks, schools, business districts, and where people live.
- **Use traffic calming measures** such as speed humps or raised crosswalks and traffic diversion to achieve the slower speeds and lower traffic volumes that make them a more pleasant place to walk and bike.
- **Provide connectivity** to the broader bicycle route network.
- **Ideally have street trees and other landscaping elements** to provide a sustainable, comfortable urban environment - especially if located along the City's *Green Connections Network* (www.sf-planning.org/green-connections)

Page Street Existing Speeds and Traffic Volumes



Project Proposal

HOW TO IMPROVE PAGE STREET?

MEASURES CONSIDERED BUT DROPPED

Parking / Physically Protected Bikeways to separate people biking from moving traffic

- X *Too many driveways to complete corridor-wide*
- X *Not adequate for emergency vehicle access (EVA)*
- X *Requires too much parking loss for benefits*

One-Way Conversion to manage overall volumes and discourage cut-through traffic

- X *Not compatible with two-way bicycle traffic without significant parking restrictions / EVA impacts*
- X *Overly restrictive to local access compared to alternative diversion concepts*

Traffic Islands & Circles to encourage slow traffic & reduced conflicts at intersections

- X *Not adequate for emergency vehicle access, and/or*
- X *Requires too much parking loss for benefits*
- X *May impede flow of bicycles in traffic congestion*

Speed Humps to encourage slow & calm vehicle traffic midblock

- X *Does not benefit pedestrians crossing at intersections*
- X *Not appropriate for steep grades (>13%)*
- -- *May be appropriate in future / compatible with project*
- -- *Speeding addressed by other proposed measures*

RECOMMENDED MEASURES

Credit: Google Streetview

Partial Traffic Diversion to manage overall volumes and discourage cut-through traffic

- ✓ *Compatible with maintaining two-way local access and neighborhood character*
- ✓ *Allows two-way bicycle flow without parking loss*
- ✓ *Doubles as improved pedestrian infrastructure*

Credit: NACTO

Raised Intersections and Crosswalks to promote safer, slower vehicle movements through intersections

- ✓ *Slows traffic where it's needed most, at pedestrian crossings; also improves accessibility*
- ✓ *Provides neighborhood "gateway" and urban design "showcase" opportunity*

Bulbouts with raingardens help capture and treat stormwater, and can provide seating and other landscaping / habitat opportunities

Corner Bulbouts to slow turning vehicles and decrease pedestrian crossing distances. Larger bulbouts may also provide substantial greening opportunities, including raingardens

- ✓ *Supports numerous project and citywide goals, from traffic safety to placemaking and sustainability*
- ✓ *Possible in "Phase One" Neighborway segment due to availability of developer impact fees*

Infill Street Trees to be explored in conjunction with Public Works and Friends of the Urban Forest (FUF) in the project's detailed design phase

Public Feedback Summary

Documented Support

- Hayes Valley Neighborhood Association
- Market-Octavia CAC
- John Muir Elementary School
- Hayes Valley Apartments (focus group)
- WalkSF
- SF Bicycle Coalition
- 65+ email petitions (in support) from various individuals
- Previous open house comments/indications of support
- June 1 public hearing

Known Concerns

- Impacts of diverter on:
  - Webster Street traffic
  - Page Street (upstream)
  - Access to parking on Page Street
  - Oak Street
  - Haight Street
- Parking loss in difficult “Area S” residential permit zone
- Bulbouts “won’t help” calm traffic
- Project “not enough” to make Page Street walkable/bikeable

Project Proposal

Widened sidewalks at the corners (called 'bulbouts') to help slow turning vehicles, improve walkability by shortening crossing distances, and provide room for landscaped **raingardens** and rest areas.

Bulbouts with raingardens help capture and treat stormwater, and can provide seating and other landscaping/habitat opportunities

Traffic-calmed or 'raised' intersection to slow vehicles and bicycles where it's most needed (at pedestrian crossings); also provides neighborhood gateway opportunity with special paving and other features.

Raised intersections help calm traffic, prioritize pedestrians, and provide unique neighborhood character (Image: NACTO)

Eastbound traffic diverter to force vehicles off Page Street at (or prior to) Webster Street, which would cut traffic volumes by more than half between Koshland Park and John Muir Elementary School -- reducing noise, air pollution, and conflict while maintaining two-way circulation for parking and bicycles.

SFMTA Municipal Transportation Agency

SAN FRANCISCO PUBLIC WORKS

www.sfmta.com/PageStreet