





**TRAVEL LANE CHANGES**

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- E** No left turn restriction east-bound Hayes
- F** Two way operation of Fell, Van Ness to Franklin

**PARKING LANE CHANGES**

- G** Tow-away on the north side of Hayes between Polk & Van Ness
- H** Tow-away on the south side of Hayes between Van Ness & Gough
- I** Replace all day tow-away lane with part-time tow-away on north side of Hayes
- J** Rescind peak tow-away lanes between Market & Polk
- K** Rescind PM peak tow-away on 9th St, Howard to Market
- L** Morning tow-away on south side of Fell

## Background

- The pattern of one-way streets in this area was established in the mid-1950's to direct motor vehicles from Oak and Fell Streets to 9th and 10th Streets using Franklin and Gough.
- The City's Market Octavia Plan recommends making Hayes Street a "a two-way local street, which is best suited to its commercial nature and role as the heart of Hayes Valley."
- Board of Supervisors Resolution 619-07 urged the SFMTA "to restore two-way traffic on the block Hayes between Gough and Franklin Streets."

## Timeline

- City agencies have been collaborating on Hayes Street two-way proposals since 2008.
- In February 2009 Hayes two-way options were discussed at the Board of Supervisors Land Use Committee.
- In April of 2009 SFMTA and Planning Department hosted a community workshop.
- Recommended design and traffic analysis were completed in July of 2010.
- Presented at SFMTA Board PAG 10/12/2010.
- Addendum to EIR issued in December 16, 2010

# Hayes, west of Gough

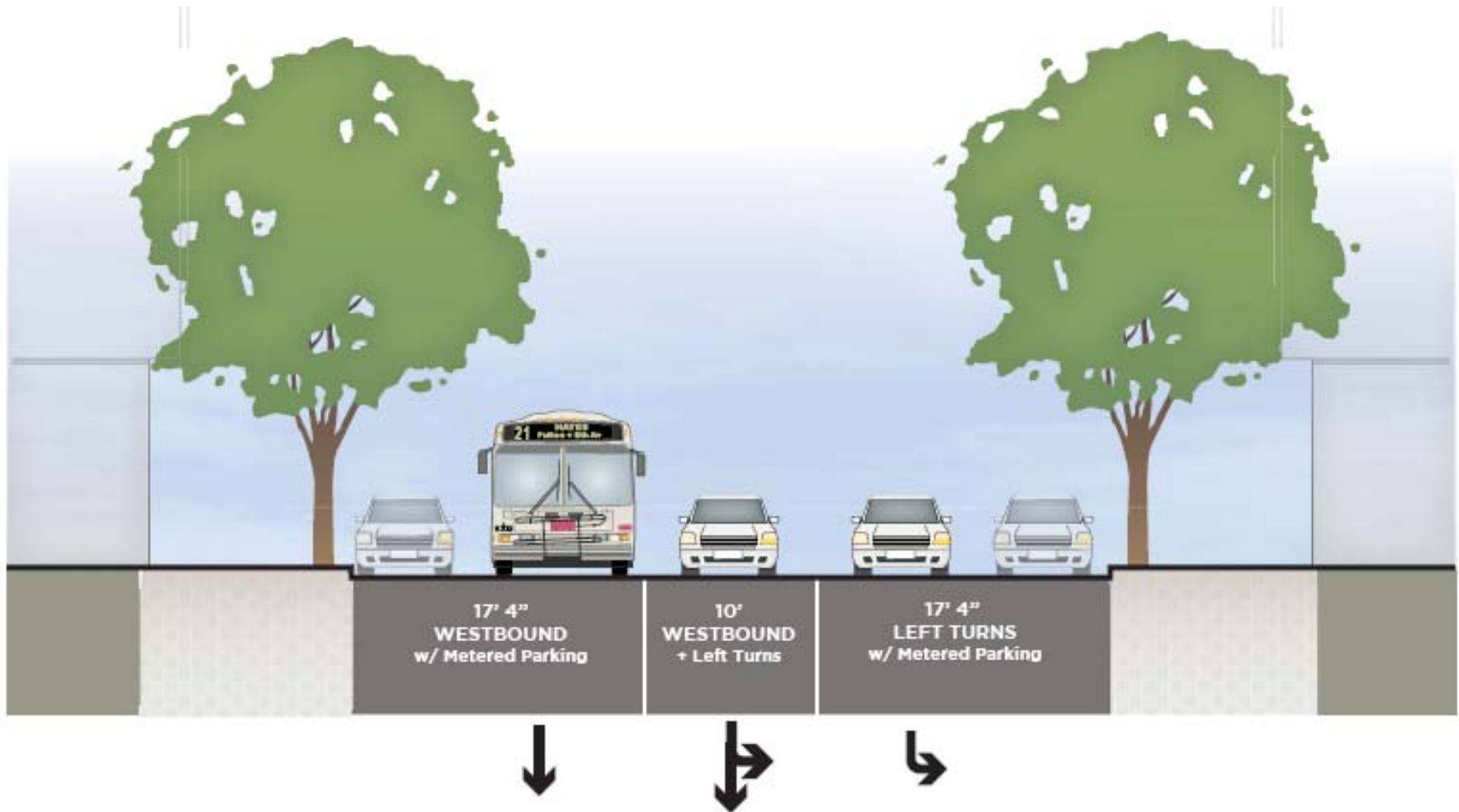


Two lane, two-way street,  
neighborhood commercial

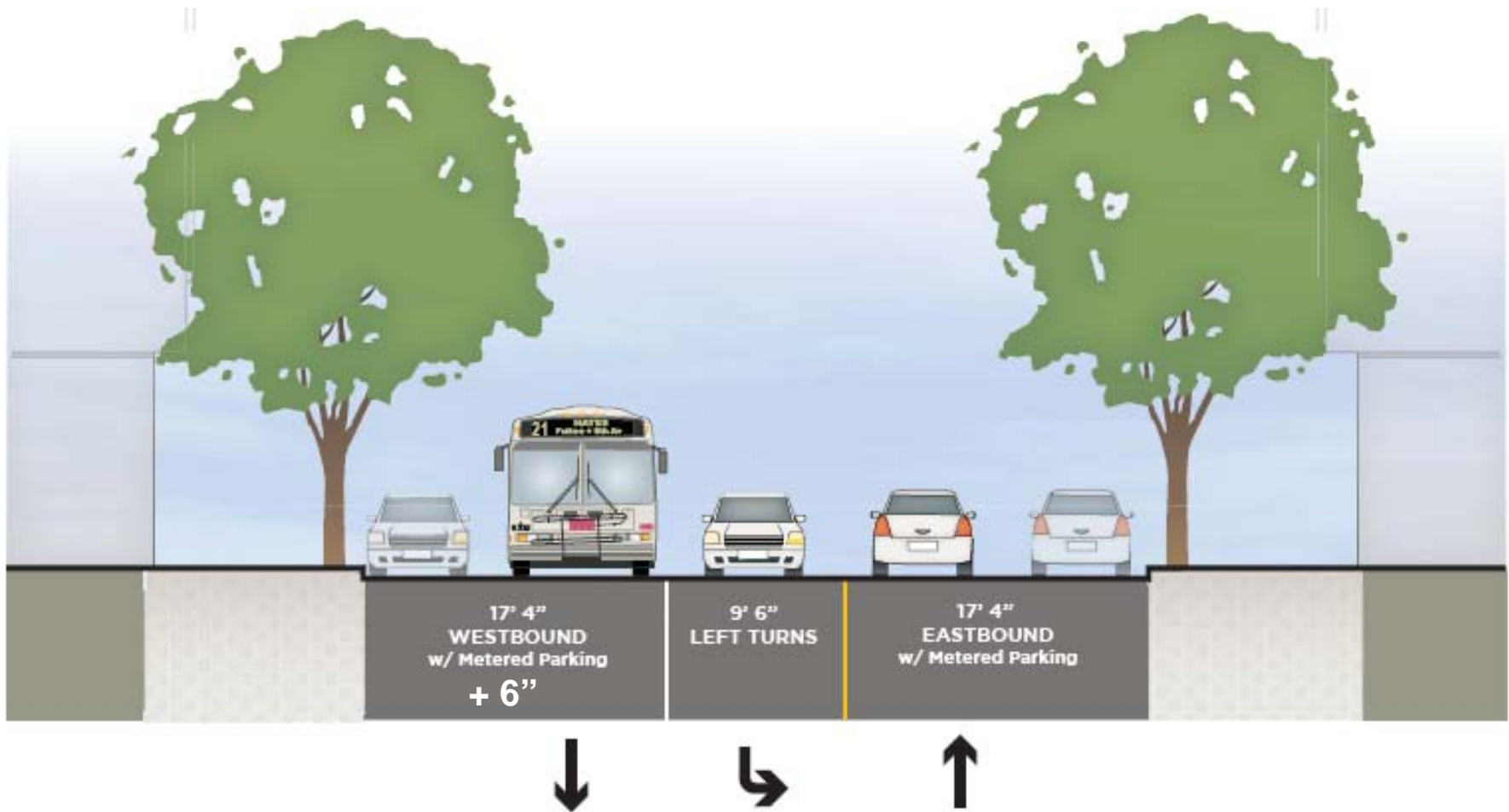
# Hayes, Gough to Franklin



# Hayes, Gough to Franklin, Existing



# Hayes, Gough to Franklin, Proposed

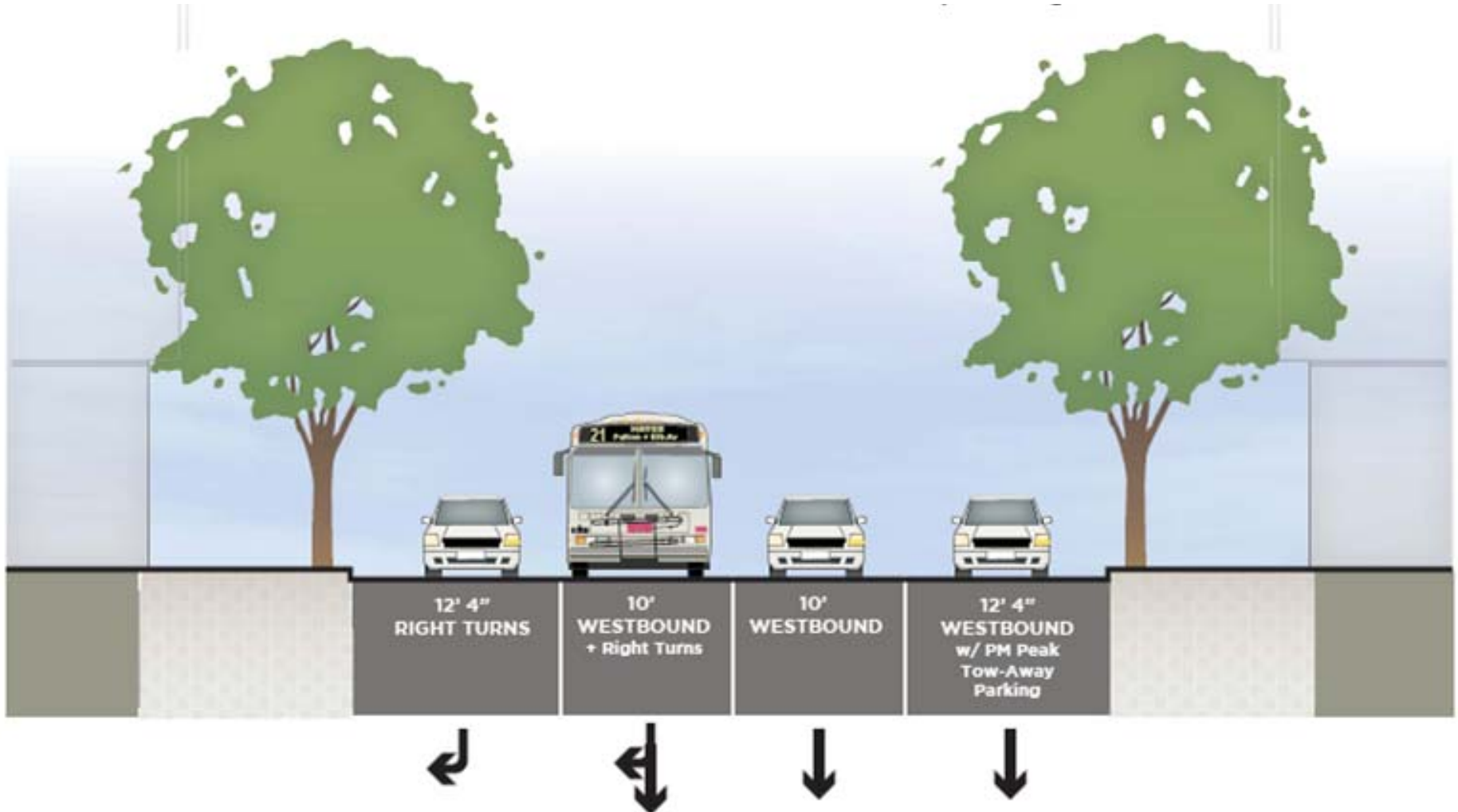




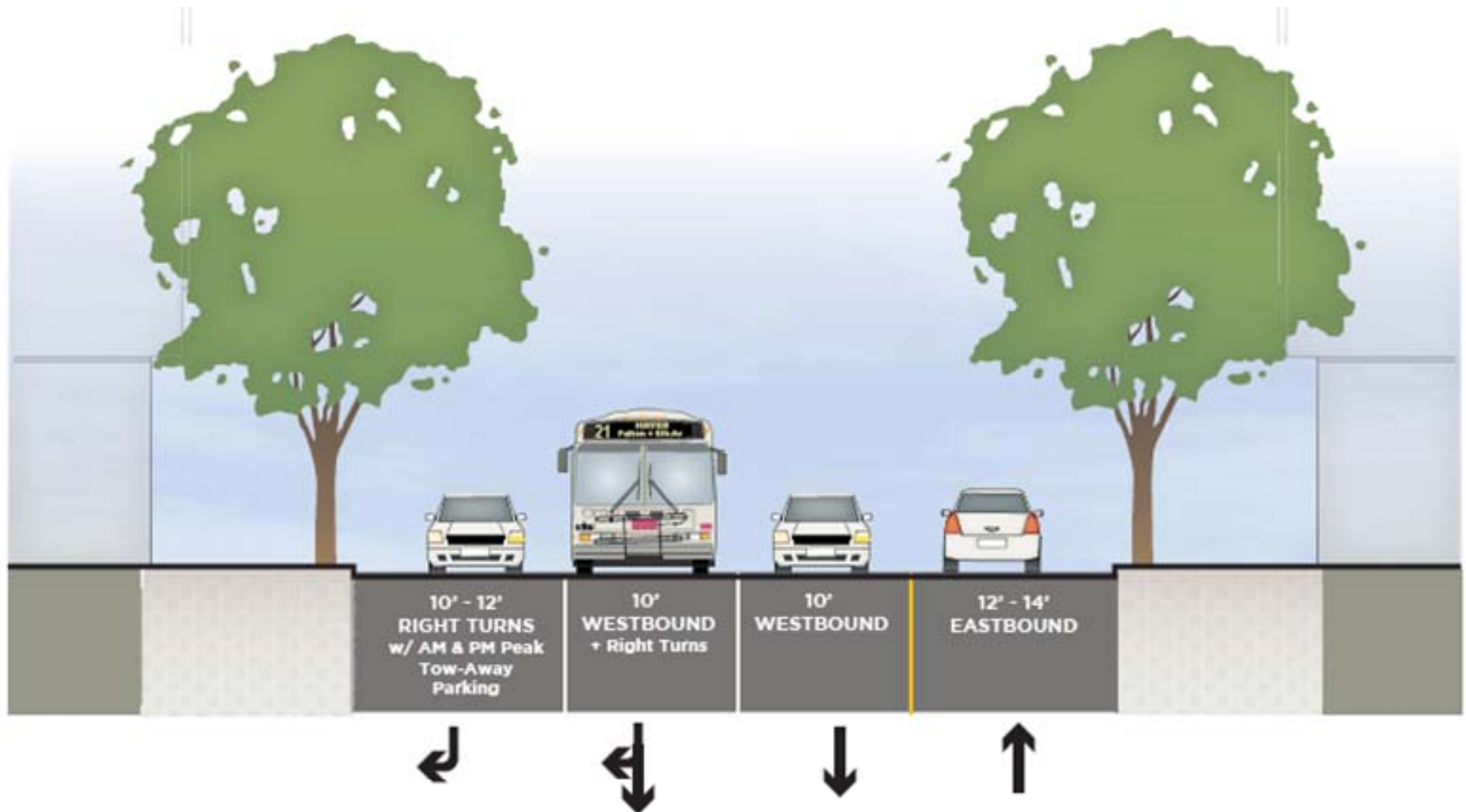
# Hayes, Van Ness to Franklin



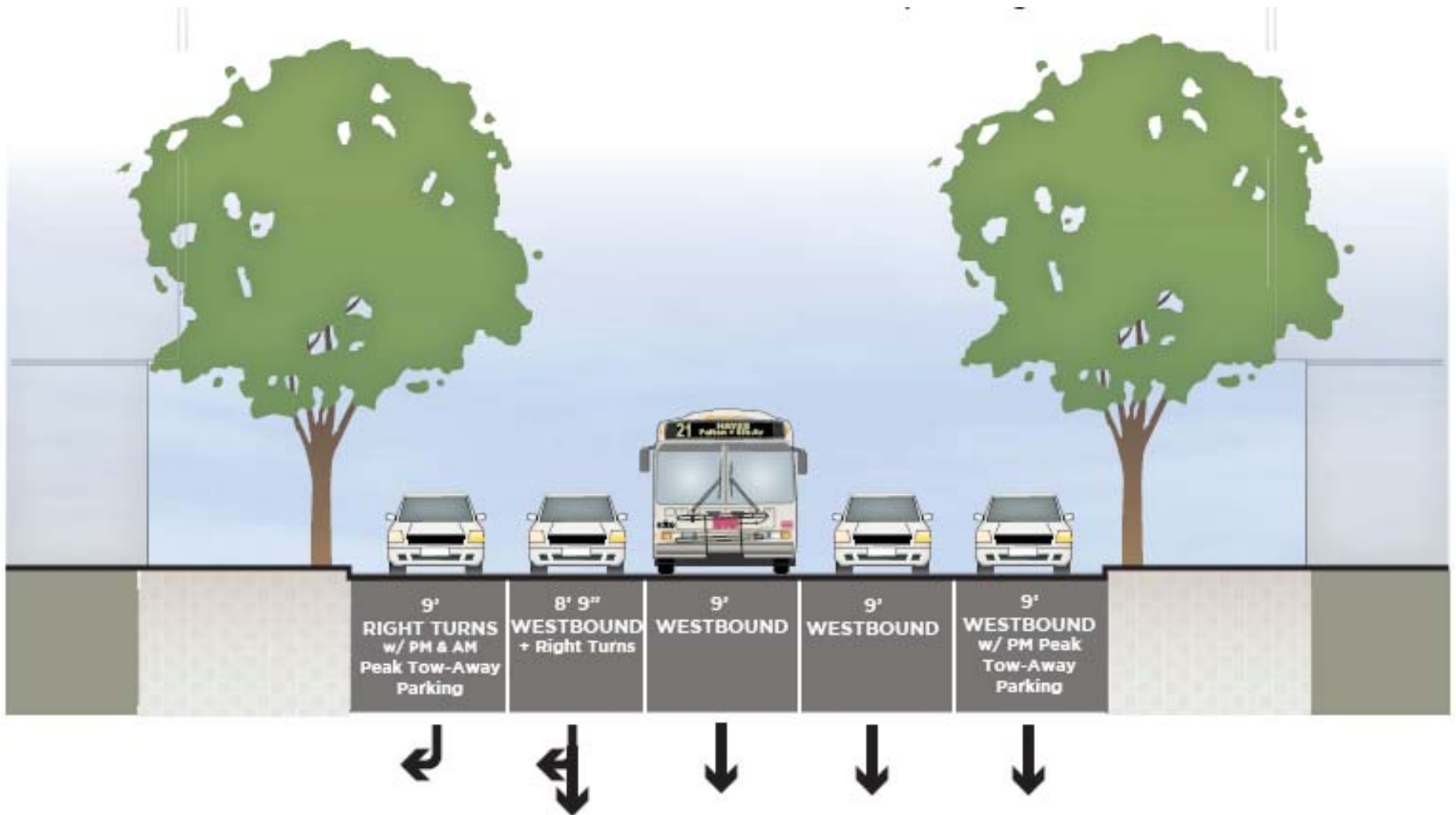
# Hayes, Van Ness to Franklin, Existing



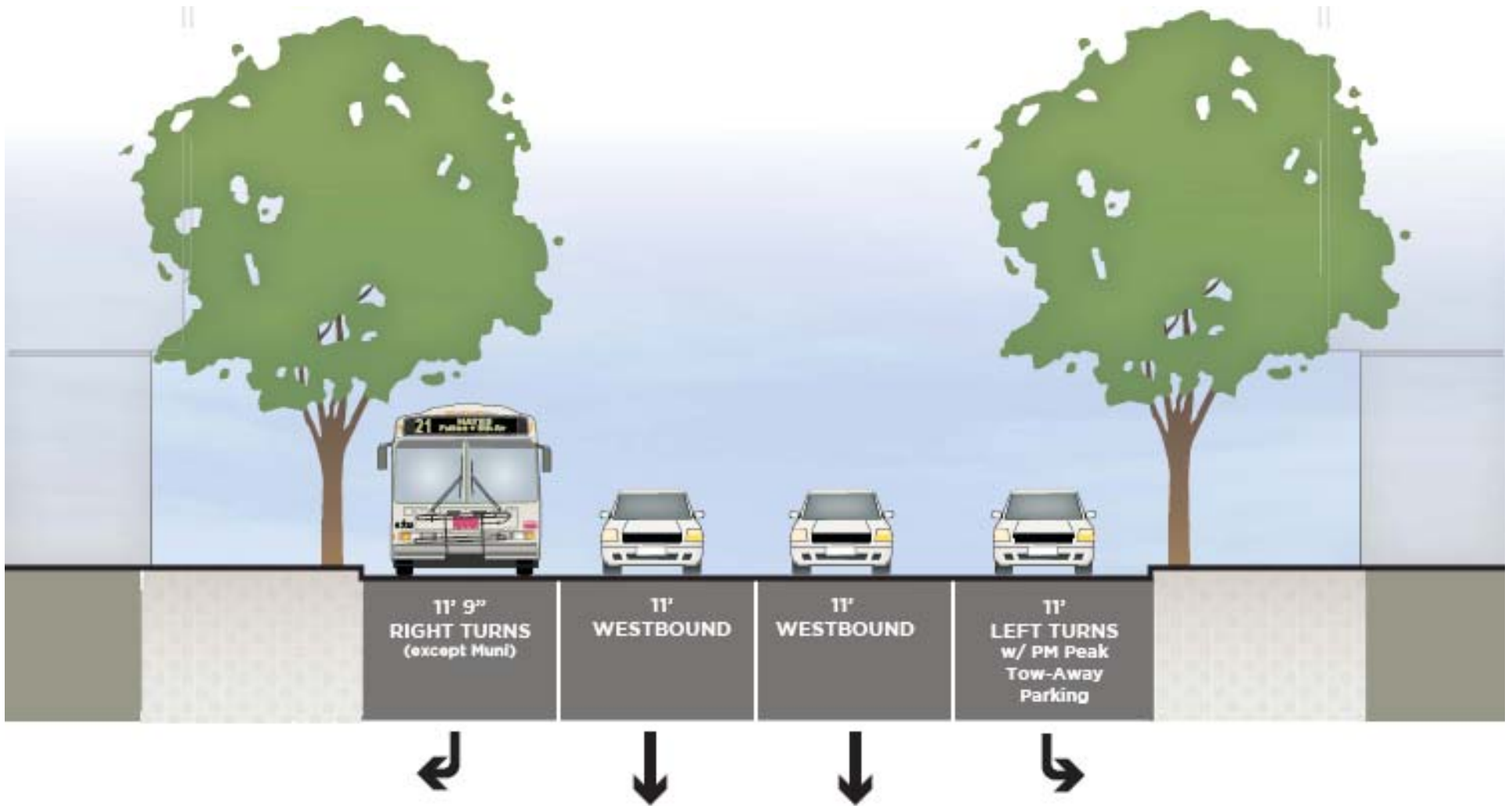
# Hayes, Van Ness to Franklin, Proposed



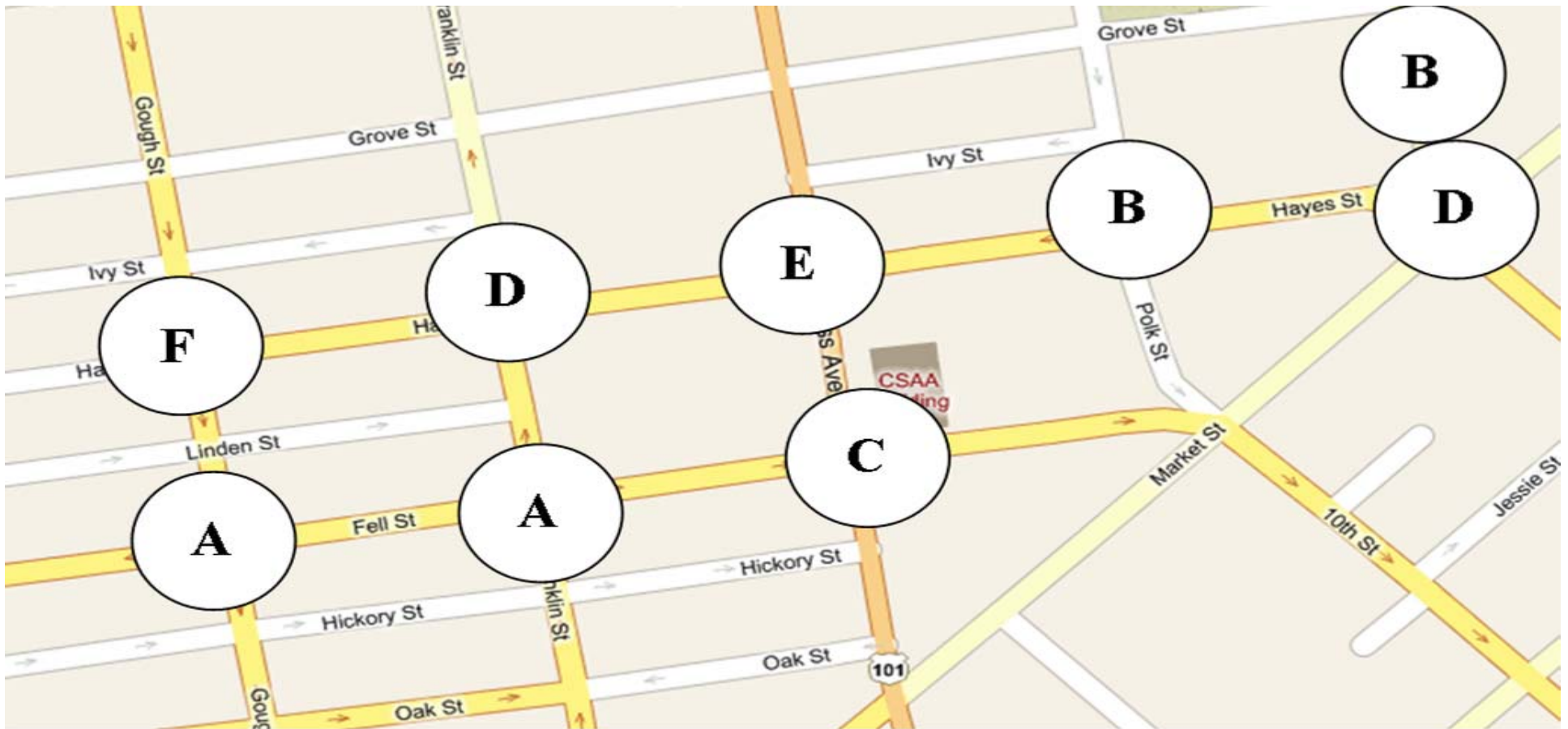
# Hayes, Polk to Van Ness, Existing



# Hayes, Polk to Van Ness, Proposed

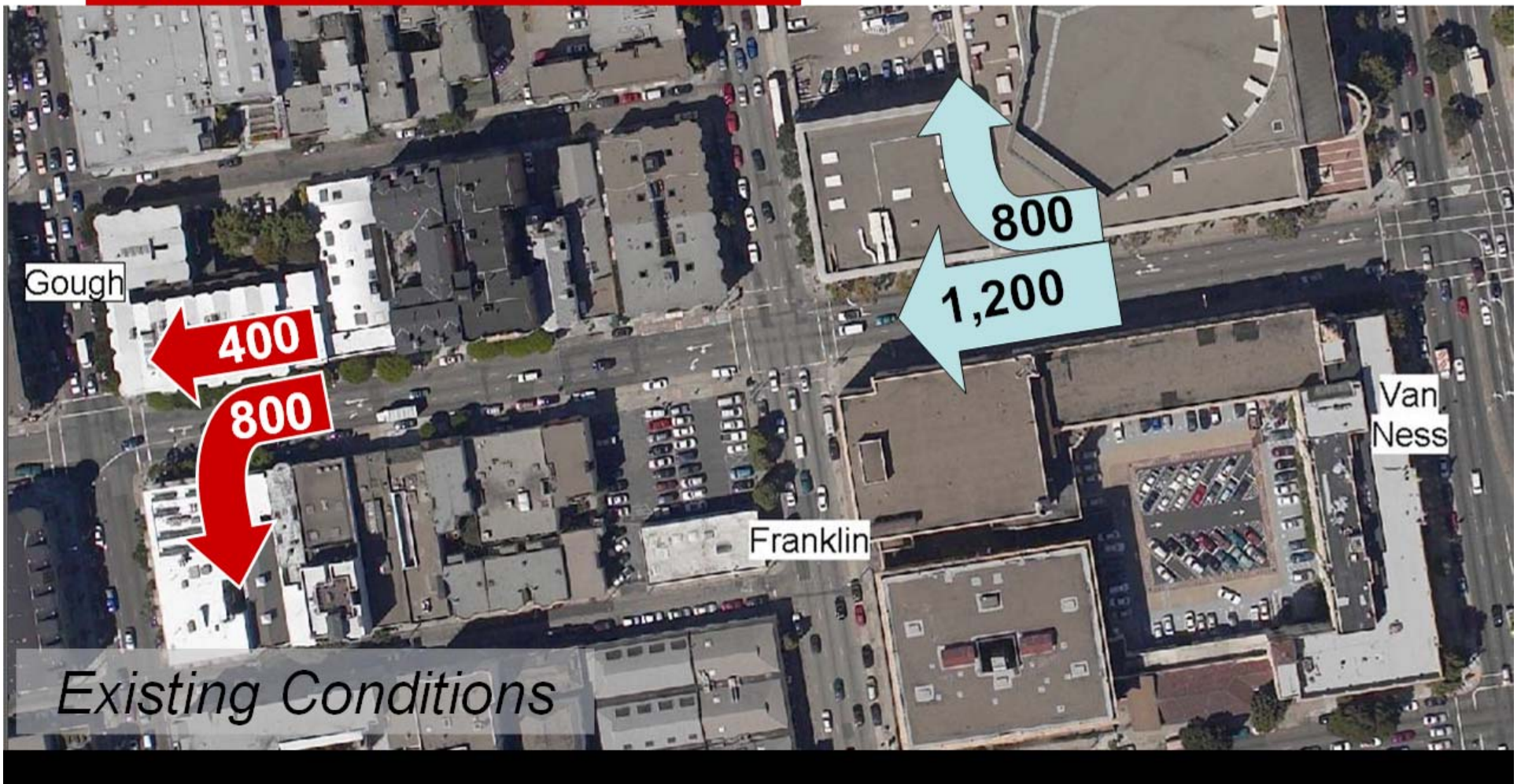


# Auto Level of Service (Delay) PM Peak Proposed



# Hayes Street Auto Traffic Circulation

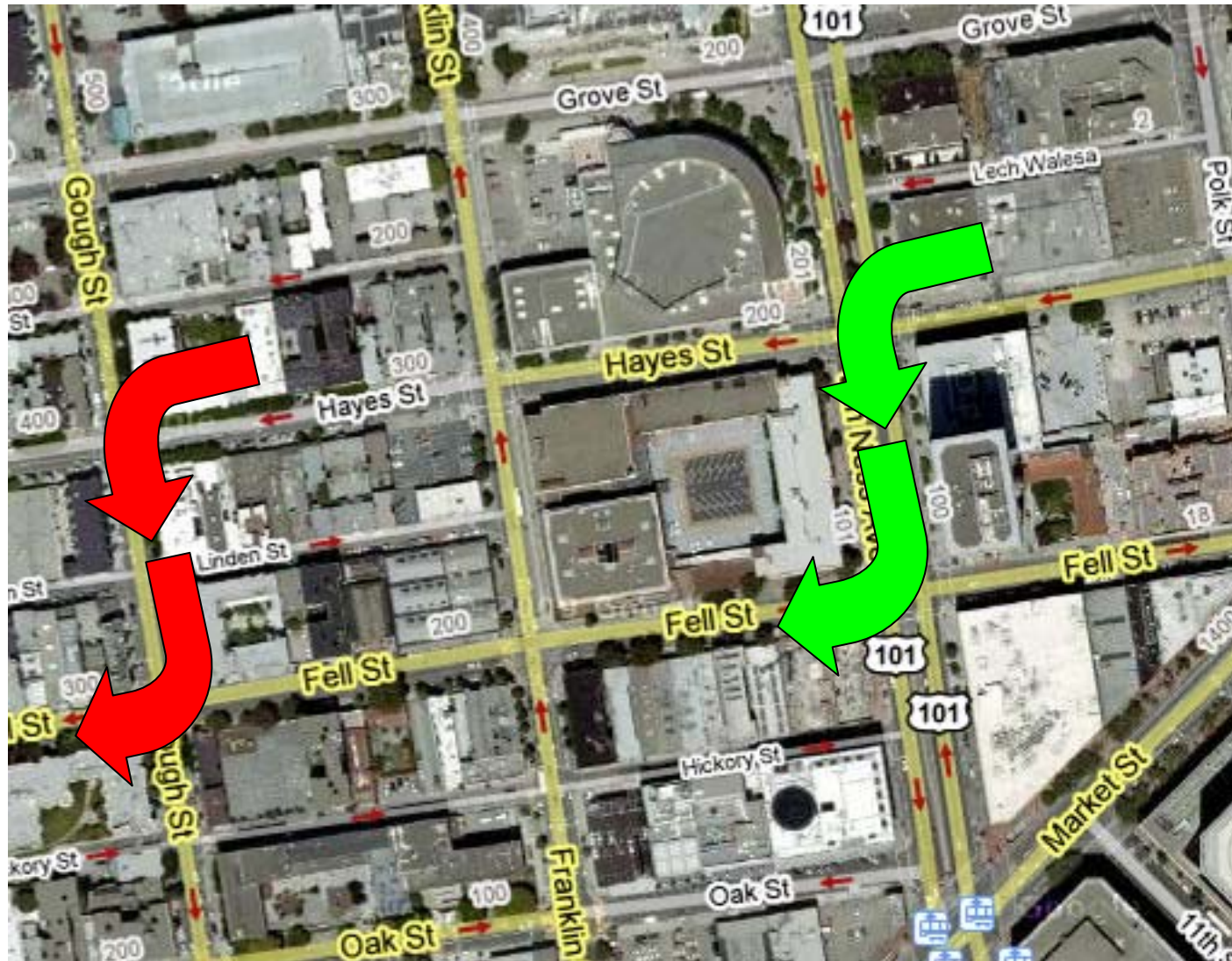
## EVENING PEAK HOUR TRAFFIC FLOWS



# Two-way Fell Street Proposal

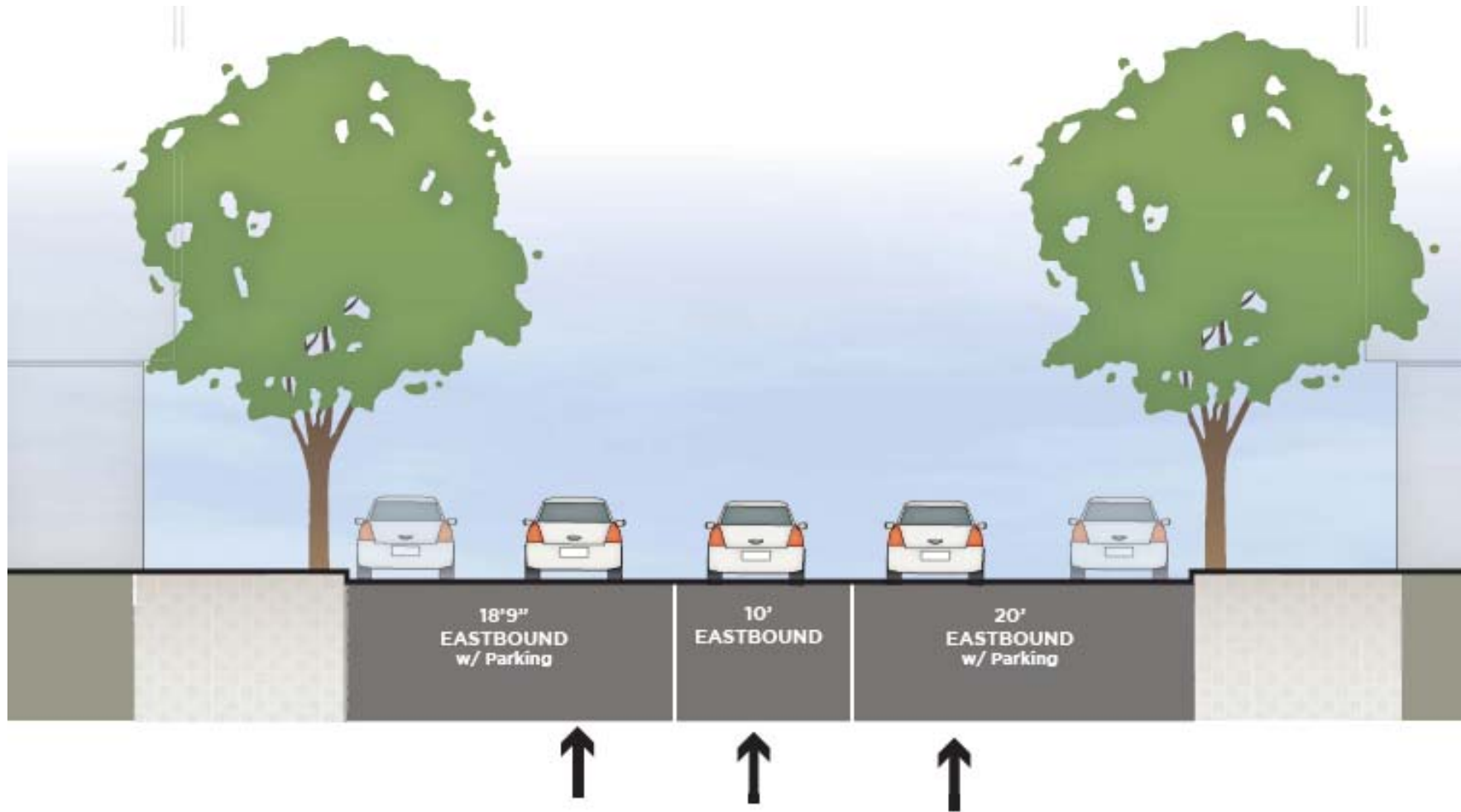
Existing Hayes to Fell Access

New Hayes to Fell Access

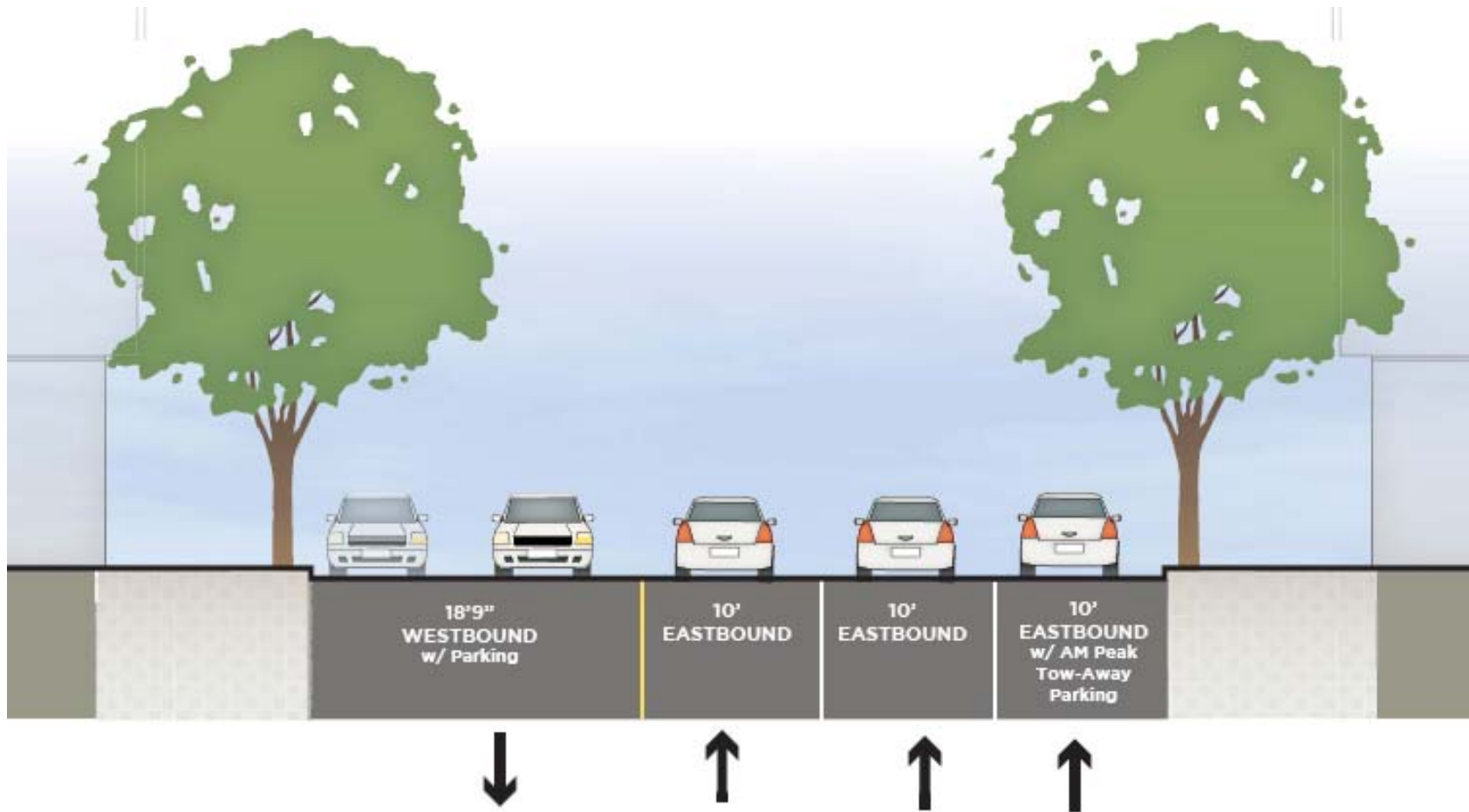




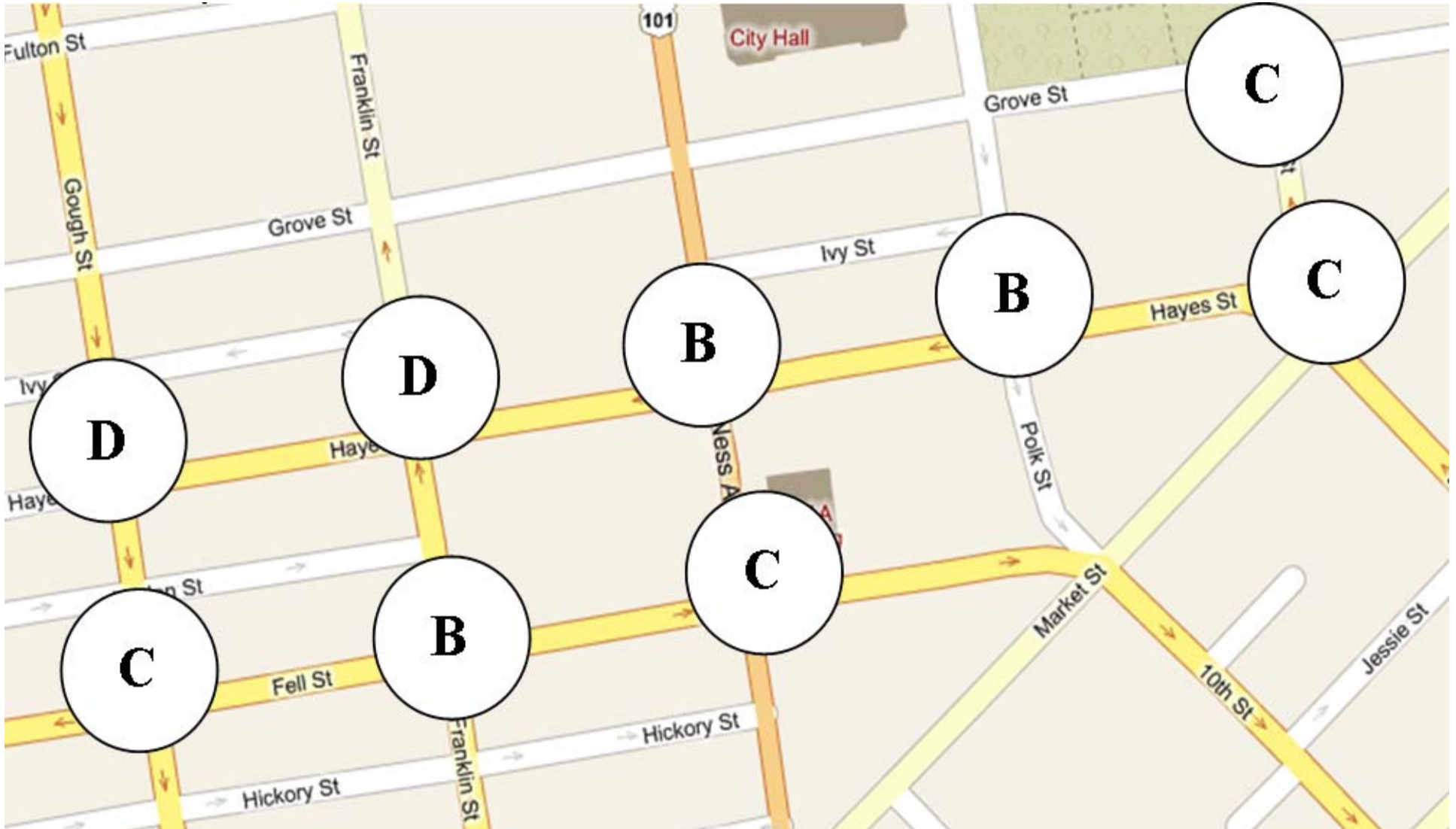
# Fell, Van Ness to Franklin, Existing



# Fell, Van Ness to Franklin, Proposed



# Auto Level of Service (Delay) PM Peak With Auto Diversions



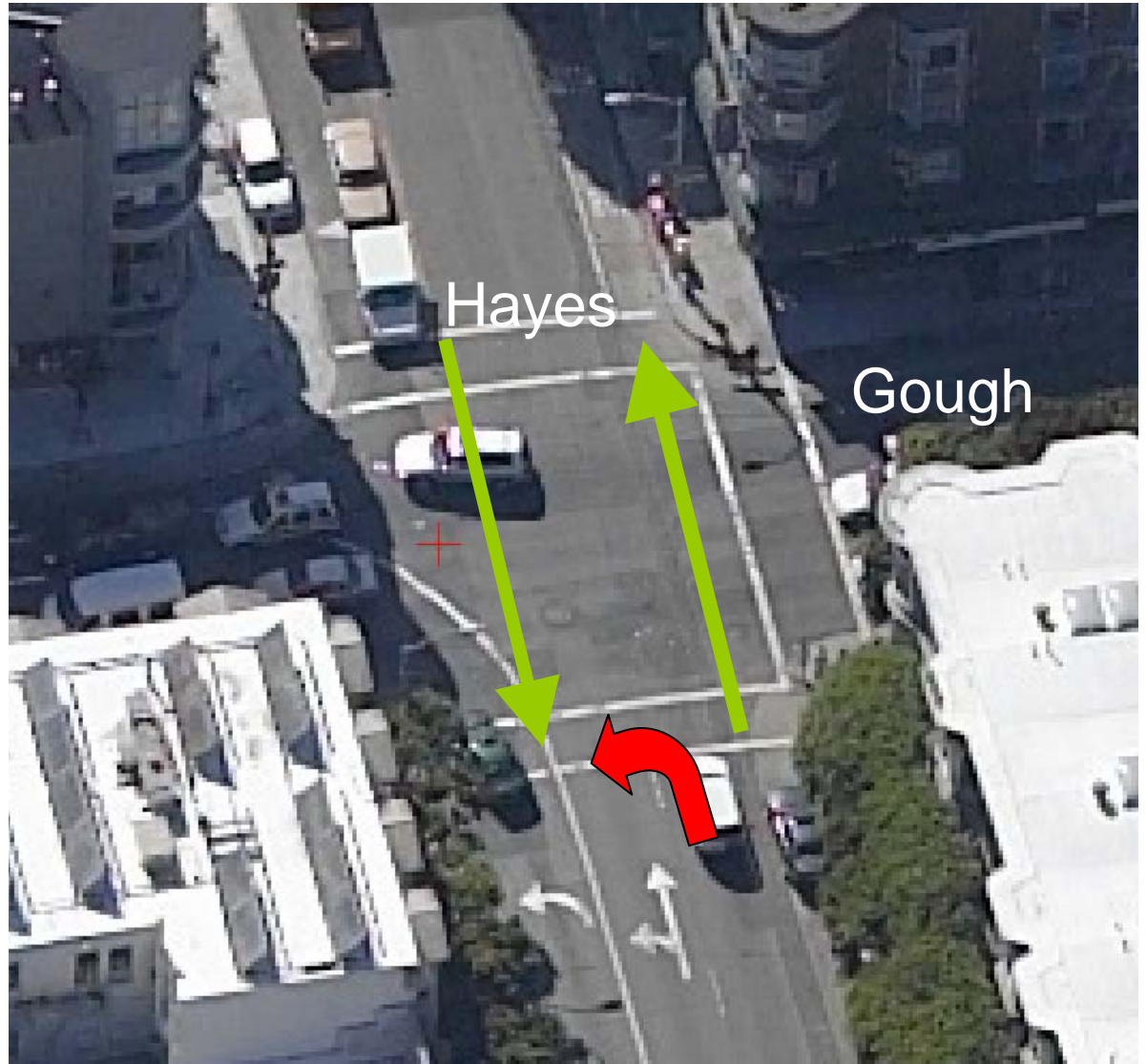
- 21 Hayes currently operates on Grove (inbound) and Hayes (outbound) between Laguna and Polk
- Operating 21 on Hayes for both directions requires two-way extension from Van Ness Avenue to Polk Street.
- Delay benefits of two-way operation for Muni are uncertain.
- Two-way Hayes between Polk and Van Ness increases auto delay and requires overhead trolley rewiring.

## 21 Hayes Operation



## Planned Signal Upgrade: Hayes and Gough

A major signal change is proposed at Hayes and Gough Streets to install a new left turn arrow for the westbound left turn lane. This will reduce delays for the 21 Hayes and westbound through traffic.



# Hayes Street bus zone proposal





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# Parking Changes

<b>Block</b>	<b>Side</b>	<b>Parking Change</b>	<b>Spaces Affected</b>
Hayes Street, Market to Polk	South	Rescind PM Tow	+ 10
Hayes Street, Polk to Van Ness	North	No Stopping Anytime	- 10
Hayes Street, Van Ness to Franklin	South	No Stopping Anytime	- 16
Hayes Street, Van Ness to Franklin	North	Restore non peak parking	+ 8
Fell Street, Van Ness to Franklin	South	Establish AM Tow	- 11
Fell Street, Van Ness to Franklin	Both	No Stopping Anytime	- 9
9 <sup>th</sup> Street, Market to Howard	West	Rescind PM Tow	+ 46