



HAYES AND FELL STREETS TWO-WAY PROPOSAL



TRAVEL LANE CHANGES

- A** Two-way operation of Hayes, Gough to Van Ness
- B** Right turn only east-bound Hayes
- C** Left lane turns left
- D** Right lane turns right, except Muni, west-bound Hayes at Van Ness. Tow lane turns left
- 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

- Hayes two-way discussed at February 2009 Board of Supervisors Land Use Committee
- SFMTA and Planning Department hosted a community workshop in April of 2009
- Presented at SFMTA Board Policy and Governance Committee on October 12, 2010
- Addendum to EIR issued by Planning Department on December 16, 2010
- Approved at SFMTA public hearing on January 21, 2011

Hayes, west of Gough



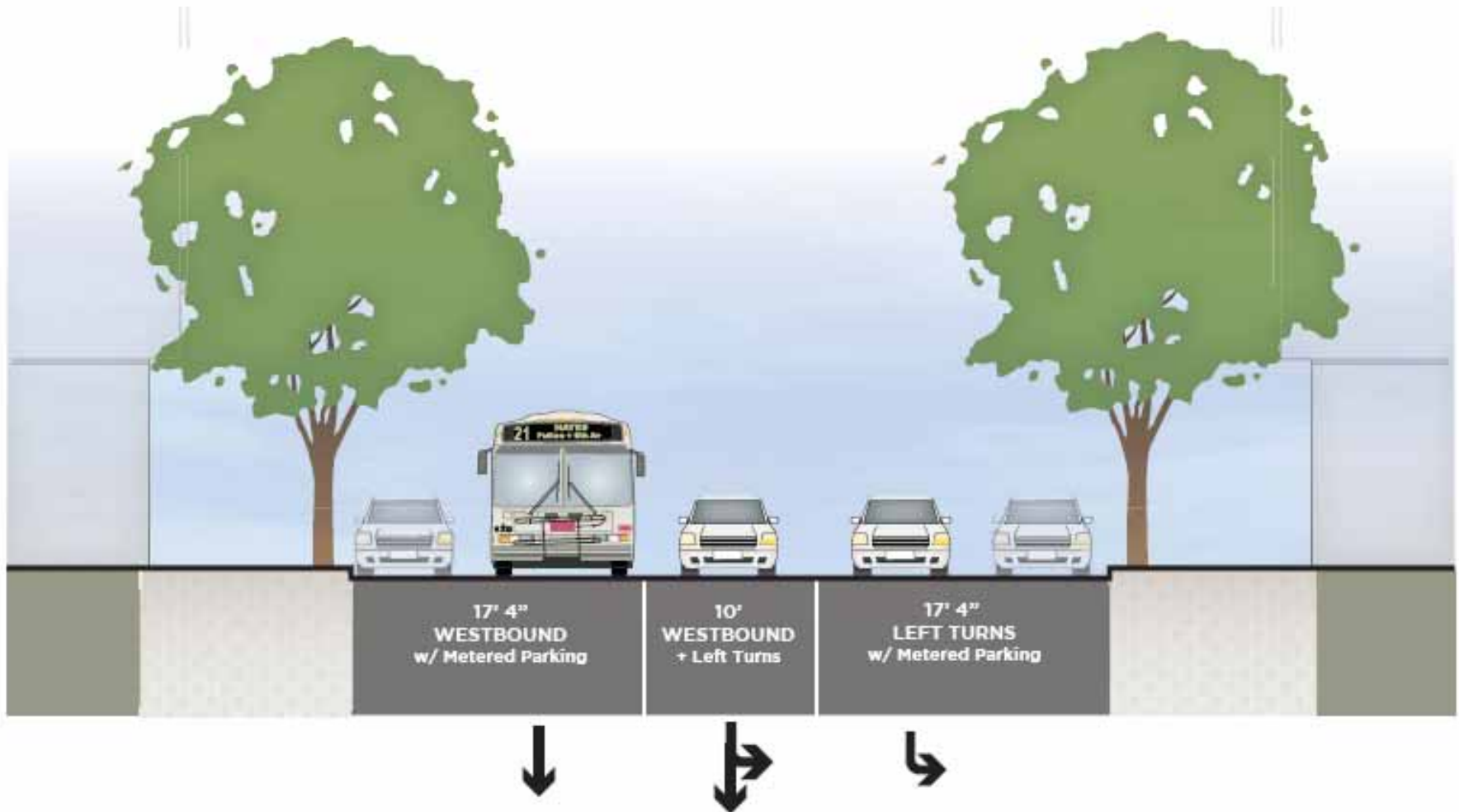
Two lane, two-way street,
neighborhood commercial

Hayes, Gough to Franklin

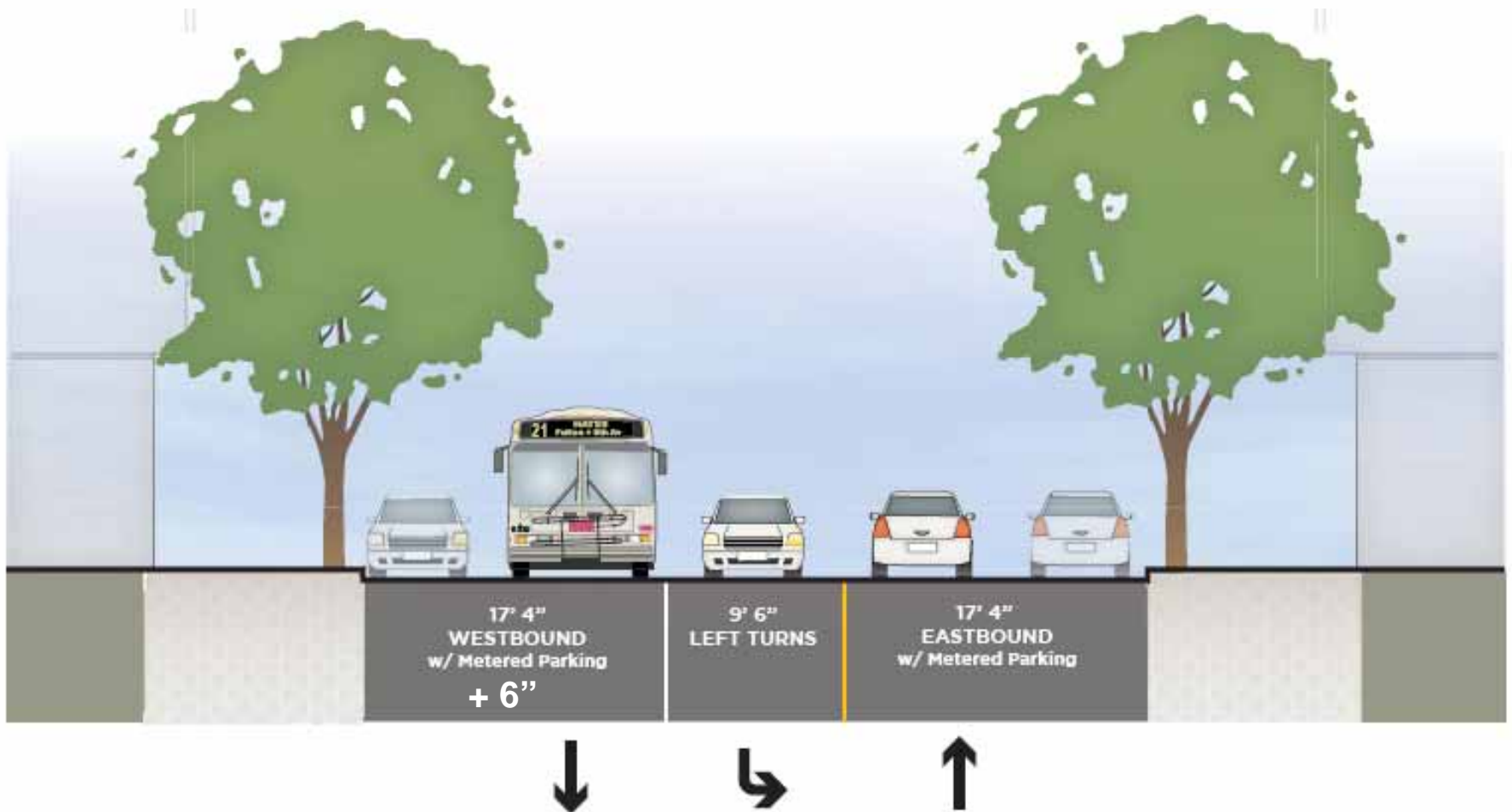


3 westbound lanes,
neighborhood commercial


Hayes, Gough to Franklin, Existing



Hayes, Gough to Franklin, Proposed

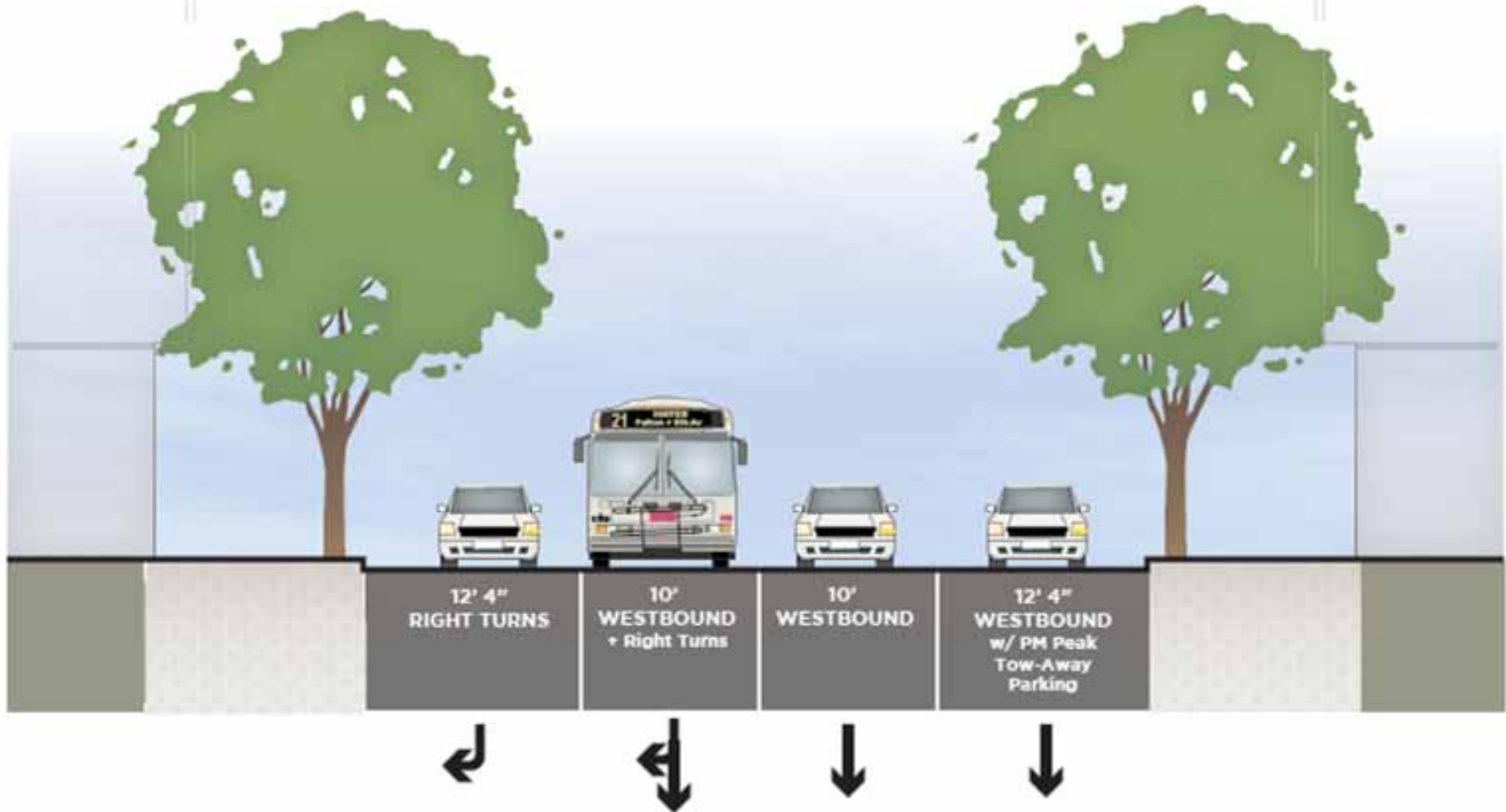


Hayes, Van Ness to Franklin

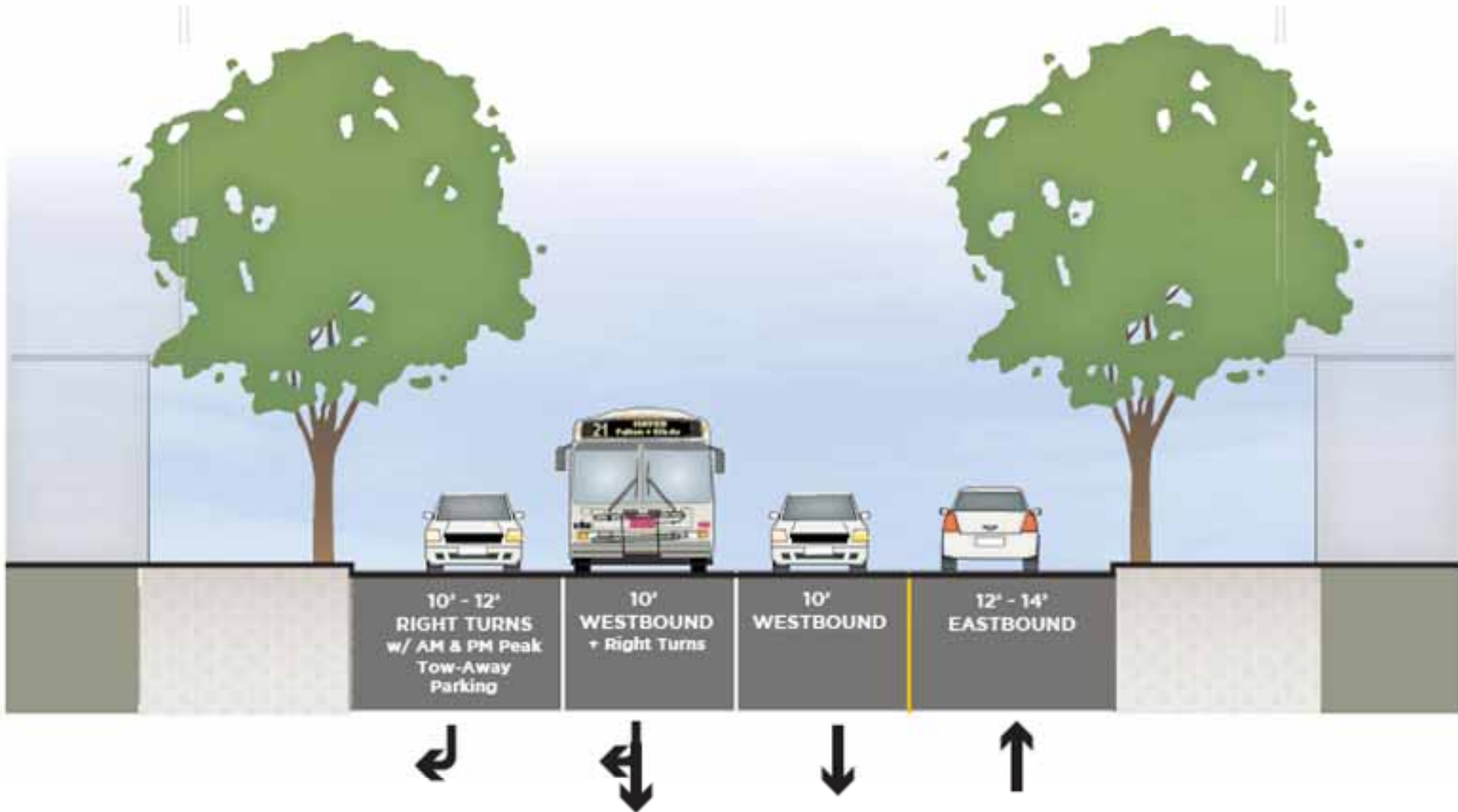


3 westbound lanes
(plus one PM peak lane)

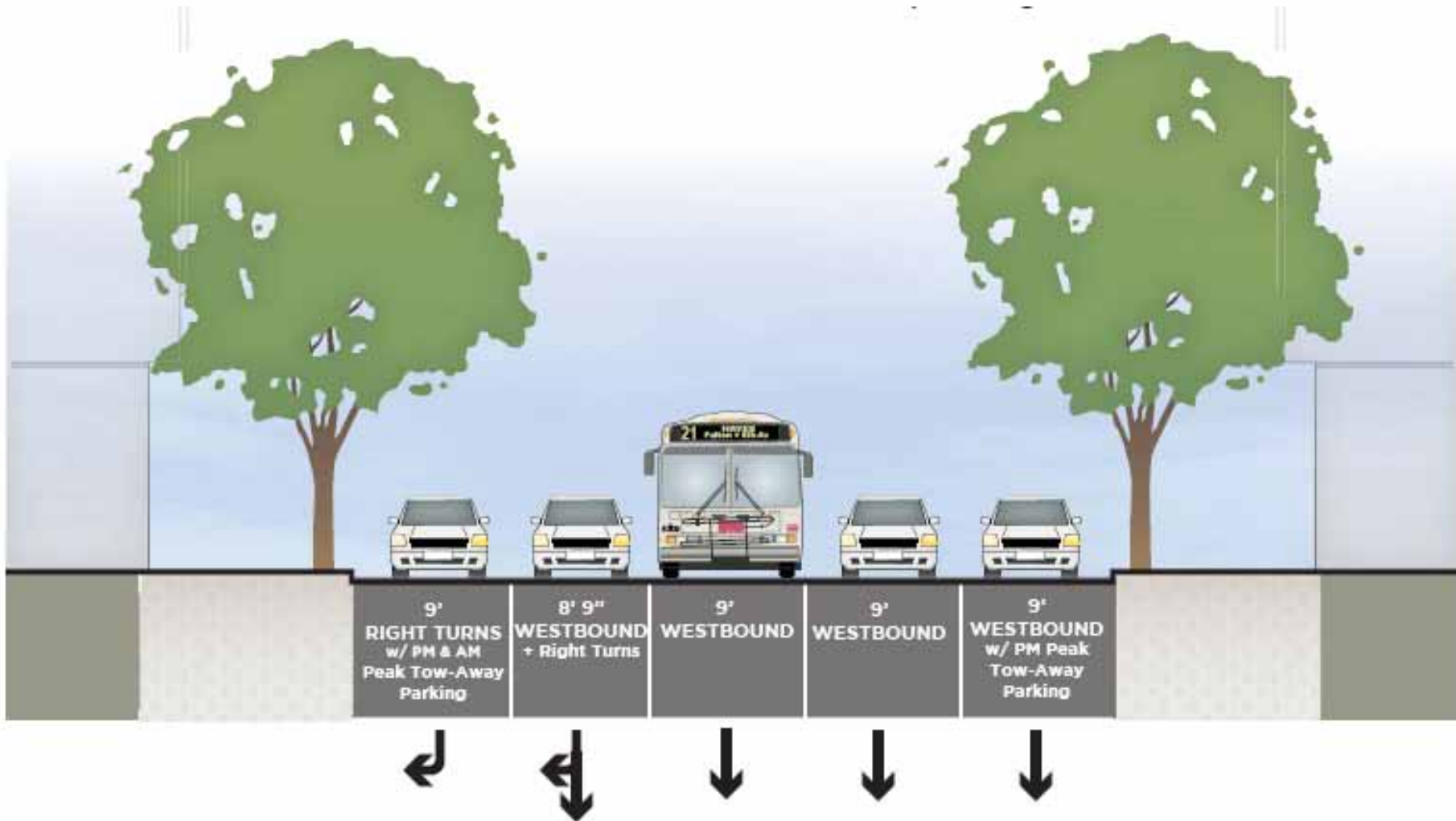
Hayes, Van Ness to Franklin, Existing



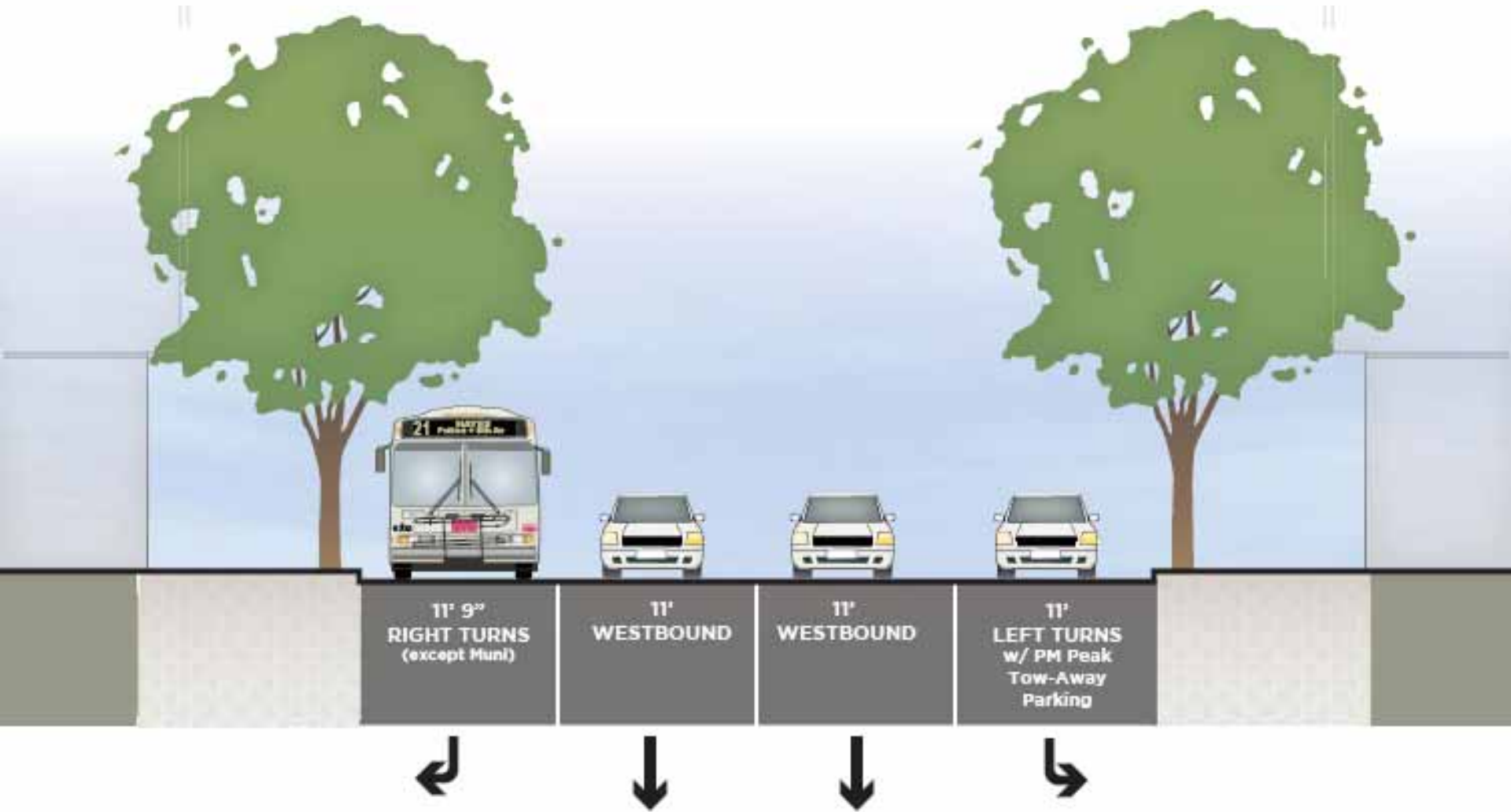
Hayes, Van Ness to Franklin, Proposed



Hayes, Polk to Van Ness, Existing

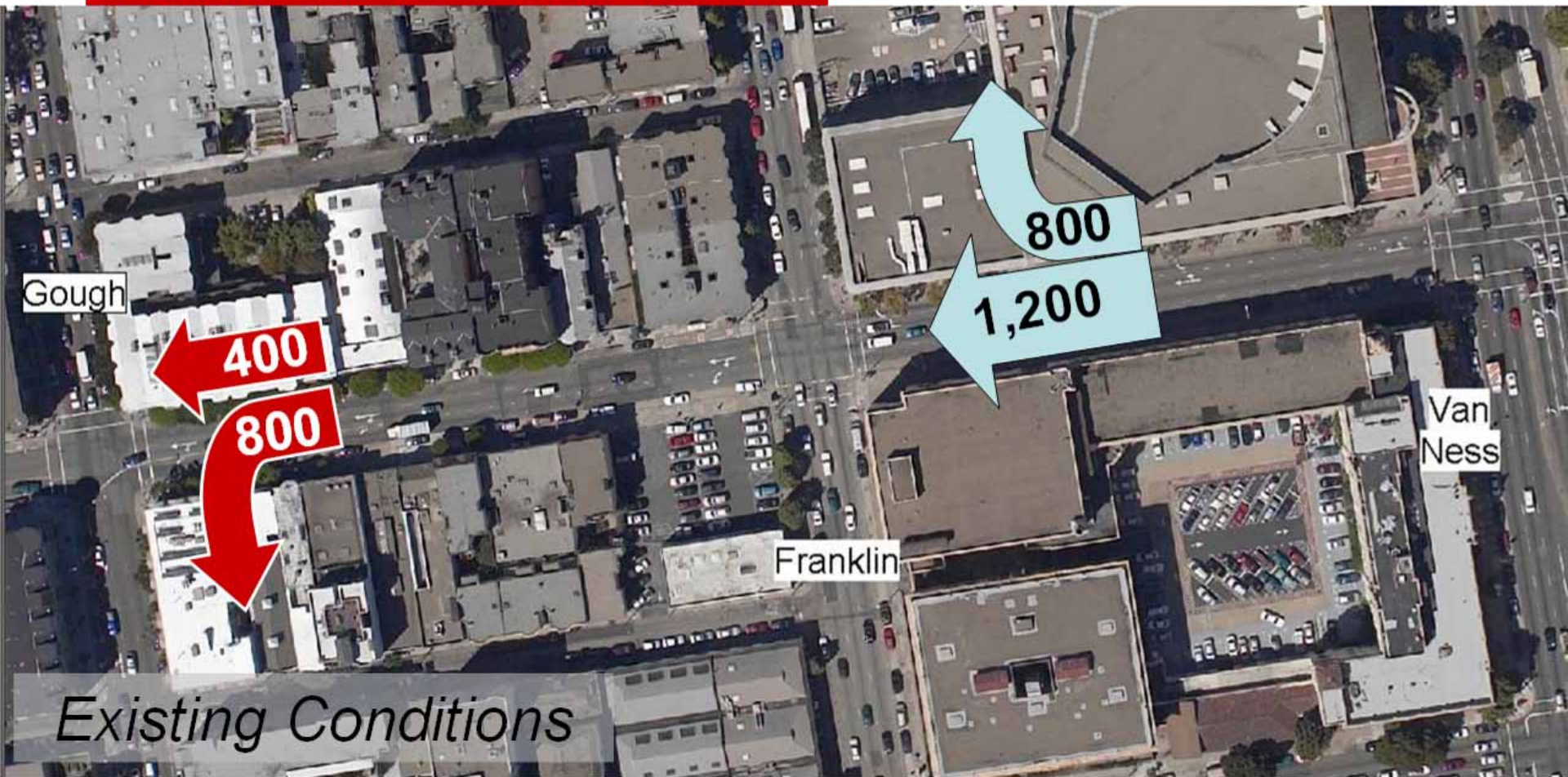


Hayes, Polk to Van Ness, Proposed



Hayes Street Auto Traffic Circulation

EVENING PEAK HOUR TRAFFIC FLOWS



Existing Conditions

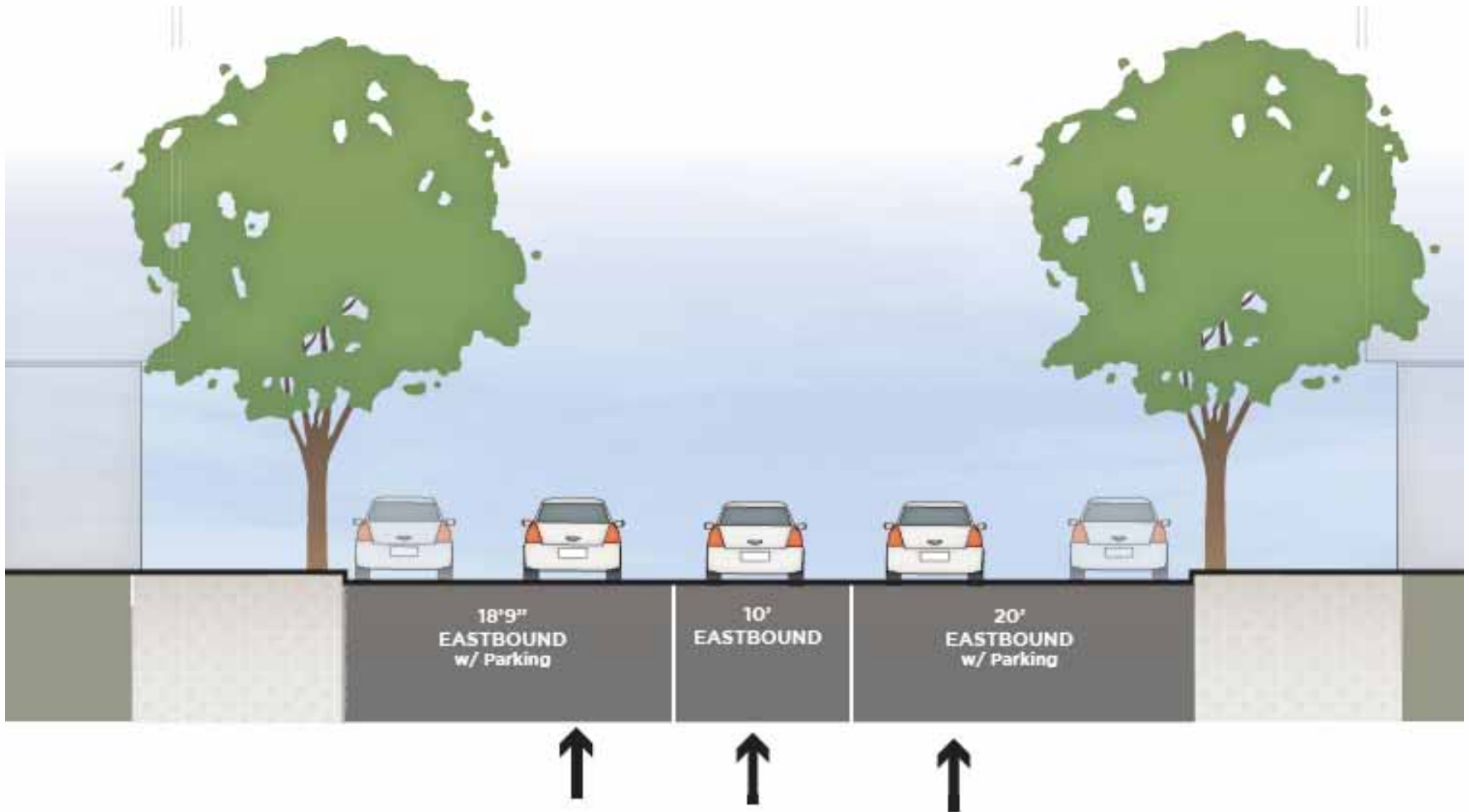
Two-way Fell Street Proposal

Existing Hayes to Fell Access

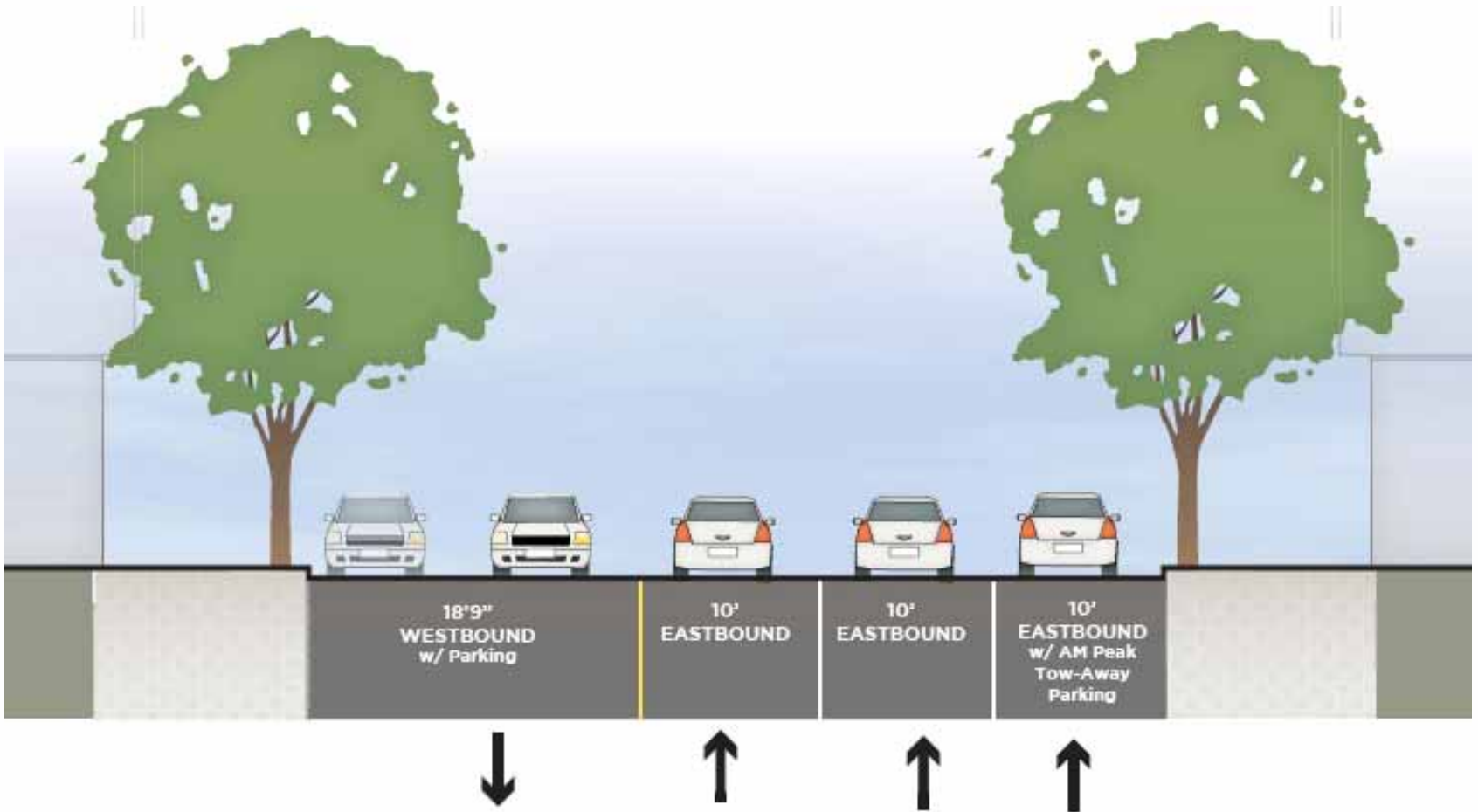
New Hayes to Fell Access



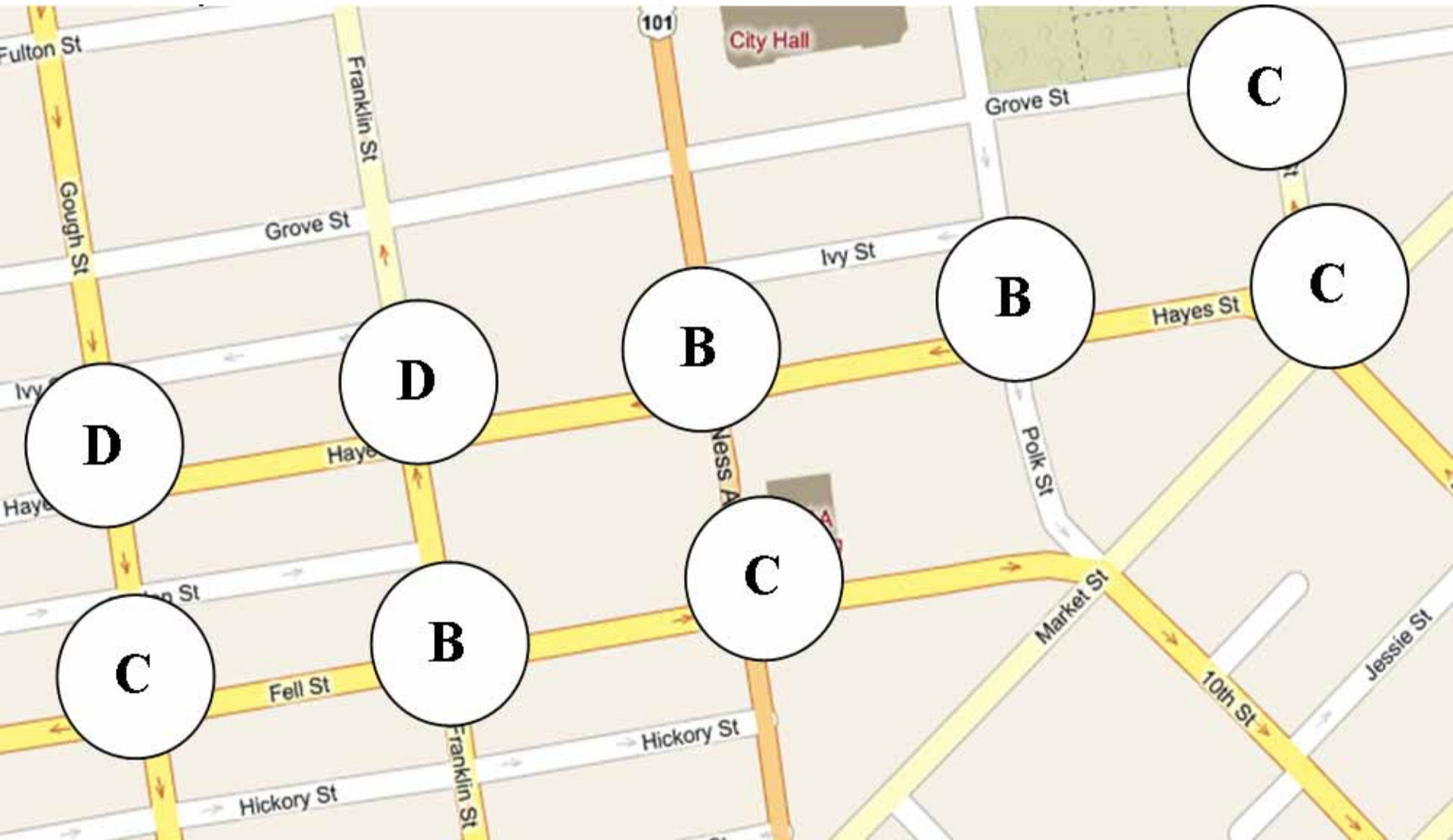
Fell, Van Ness to Franklin, Existing



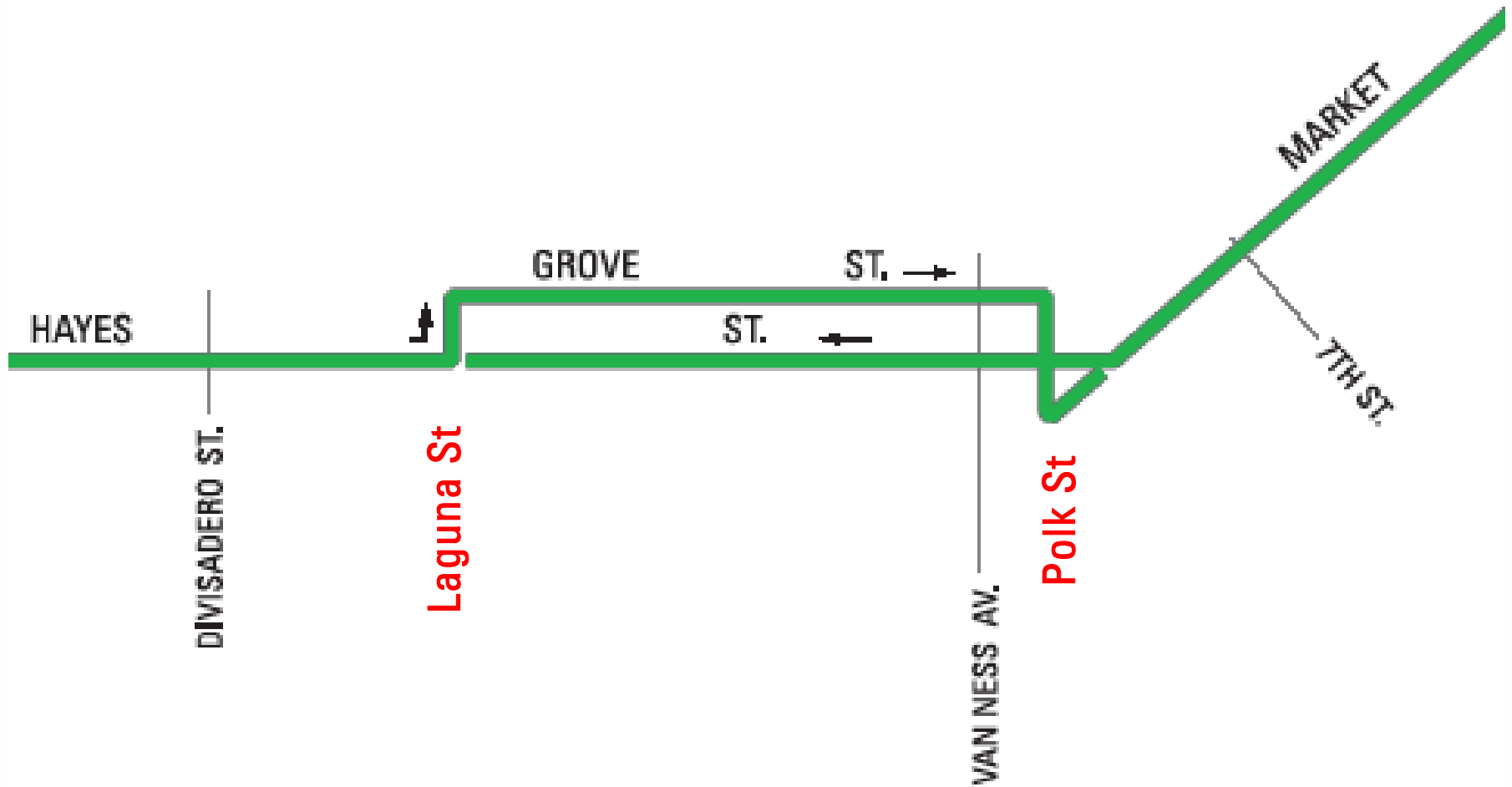
Fell, Van Ness to Franklin, Proposed



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

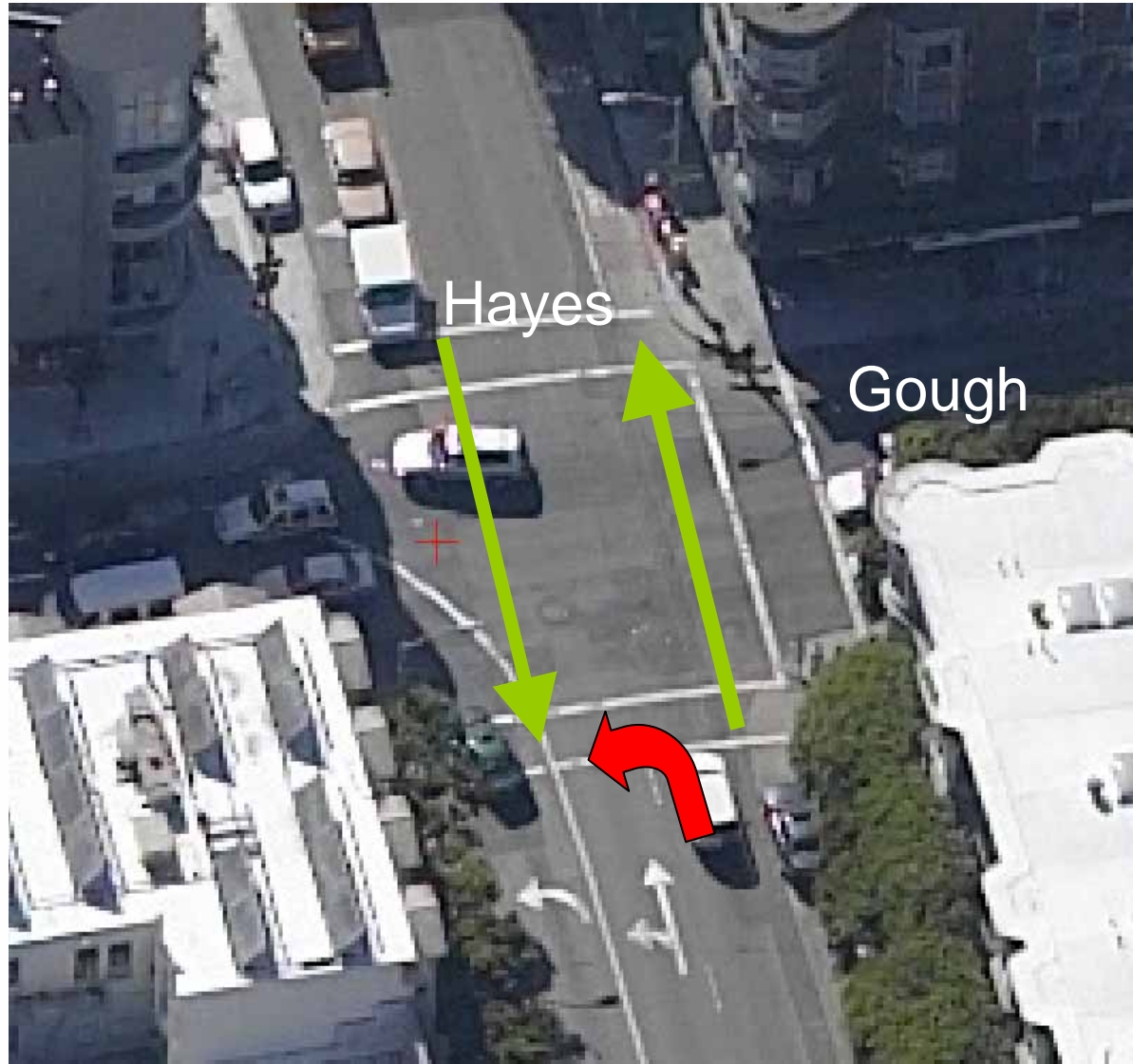


21 Hayes Operation



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



Existing zone

Rescind zone

Existing zone

Gough

Franklin

Van
Ness

Parking Changes

Block	Side	Parking Change	Spaces Affected
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 th Street, Market to Howard	West	Rescind PM Tow	+ 46