

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving various parking and traffic modifications needed to accommodate route changes to the 6 Hayes-Parnassus and 9 San Bruno included in the Muni Summer 2025 Service Changes that will go into effect on June 21, 2025.

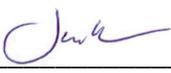
SUMMARY:

- In order to close a shortfall in the agency’s FY26 budget, the SFMTA Board of Directors gave direction to staff in March and April of this year to implement Muni summer service cuts, which included shortening three lines during all or part of the day (5 Fulton, 9 San Bruno and 31 Balboa) and consolidating two lines (6 Haight-Parnassus and 21 Hayes) into a new line called the 6 Hayes-Parnassus.
- Field bus tests were conducted for the 6 Hayes-Parnassus and 9 San Bruno route changes that identified necessary street changes to ensure safe and reliable operation of the new routes.
- Street changes are located on Hayes Street, 11th Street, and Hyde Street. They include traffic restrictions, extension of existing bus zones and parking removal to install new bus zones. Overall, the net parking change across these changes is seven yellow metered parking stalls, four non-metered on-street parking spaces that are part of a residential permit program (RPP) and 12 motorcycle parking spaces.
- The Planning Department has determined that the proposed Muni service Cuts Expected June 2025 Project, including as modified by this action, is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is not an Approval Action as defined by the S.F. Administrative Code Chapter 31, section 31.04(h)(2)(A). The project approved by the SFMTA Board on April 15, 2025 constituted the Approval Action under Chapter 31.

ENCLOSURES:

1. SFMTA Board Resolution

APPROVALS:

DIRECTOR 

SECRETARY 

DATE

June 12, 2025

June 12, 2025

ASSIGNED SFMTAB CALENDAR DATE: June 17, 2025

PURPOSE

Approving various parking and traffic modifications needed to accommodate route changes to the 6 Hayes-Parnassus and 9 San Bruno included in the Muni Summer 2025 Service Changes that will go into effect on June 21, 2025.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 5: Deliver reliable and equitable transportation services.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

Goal 10: Position the agency for financial success.

This item addresses the following San Francisco 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.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
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.

DESCRIPTION

The SFMTA faces a \$50 million shortfall in the agency's FY26 budget. This shortfall is due to parking revenue, transit revenue, and General Fund reimbursements being lower than expected, which are largely due to the lasting economic impact of the pandemic. To close part of the \$50 million gap, the SFMTA Board of Directors gave direction to make \$7.2 million in cuts to Muni transit service to be implemented June 21, 2025. Informed by feedback from the public and the SFMTA Board on what service cuts would have the least negative impacts, these service cuts include shortening three lines on some or all of the day on weekdays (5 Fulton, 9 San Bruno and 31 Balboa) and consolidating two lines (6 Haight-Parnassus and 21 Hayes) into a new line called the 6 Hayes-Parnassus.

Field bus tests were conducted for the 5 Fulton, 6 Hayes-Parnassus and 9 San Bruno route changes. The 31 Balboa reroute will use the same routing as the current weekend routing, so a bus test was not necessary. These bus tests identified necessary street changes to ensure safe and reliable operation of the new routes. The following street changes are being proposed along the 9 San Bruno and the 6 Hayes-Parnassus routes. No changes were identified for the 5 Fulton route.

6 Hayes-Parnassus

The current 6 Haight-Parnassus and 21 Hayes routes will consolidate into a new route called the 6 Hayes-Parnassus. This consolidated route will serve all current 6 Haight-Parnassus stops west of Masonic Avenue (see Figure 1). The route will also serve all current 21 Hayes stops east of Masonic Avenue. As both the 6 Haight-Parnassus and 21 Hayes currently do, the consolidated route will have a peak frequency of 20 minutes on weekdays and weekends. The consolidated route will match the current span of the 6 Haight-Parnassus (5am-midnight) on weekdays and weekends. The current span for the 21 Hayes is 5am-10pm on weekdays and weekends.

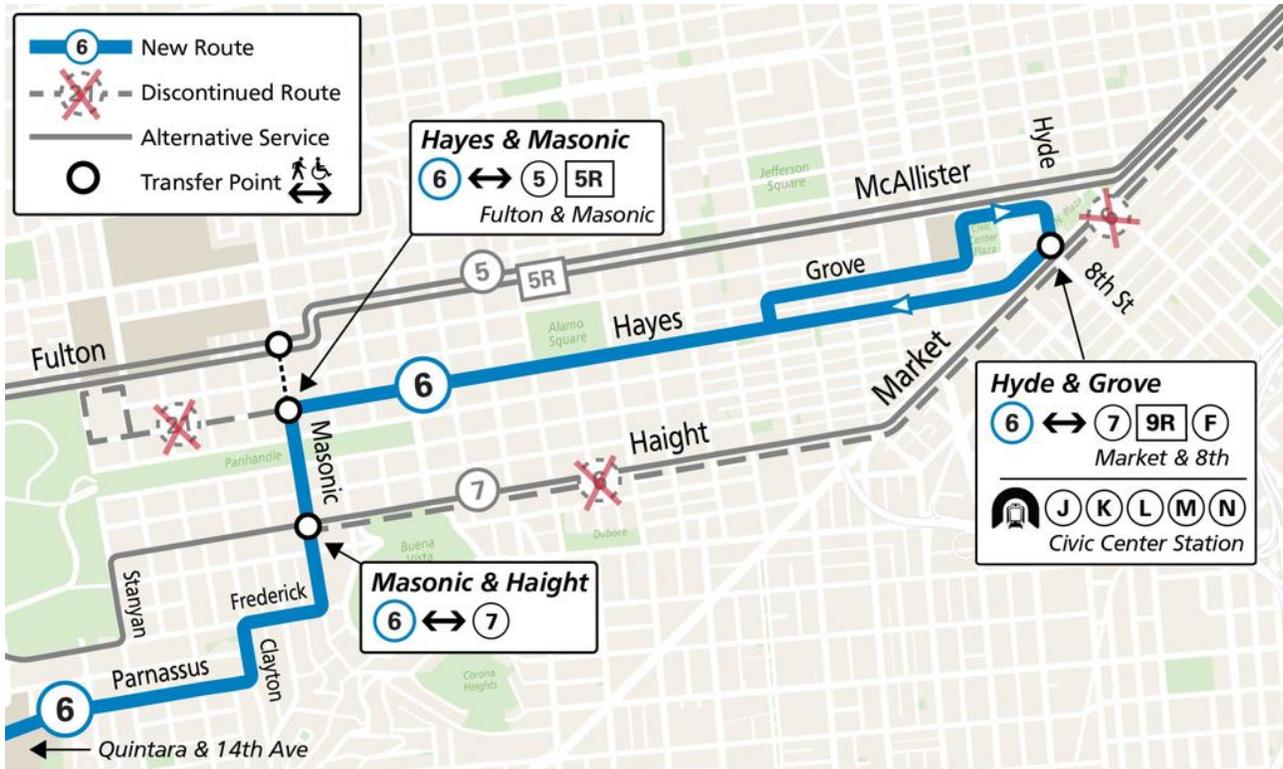


Figure 1: Map shows the new 6 Hayes-Parnassus routing in solid blue line, with discontinued routing for the former 6 Haight-Parnassus and 21 Hayes routes shown in dashed lines. Alternate service by the 7 Haight-Noriega, 5 Fulton, and 5R Fulton rapid lines are also shown in gray.

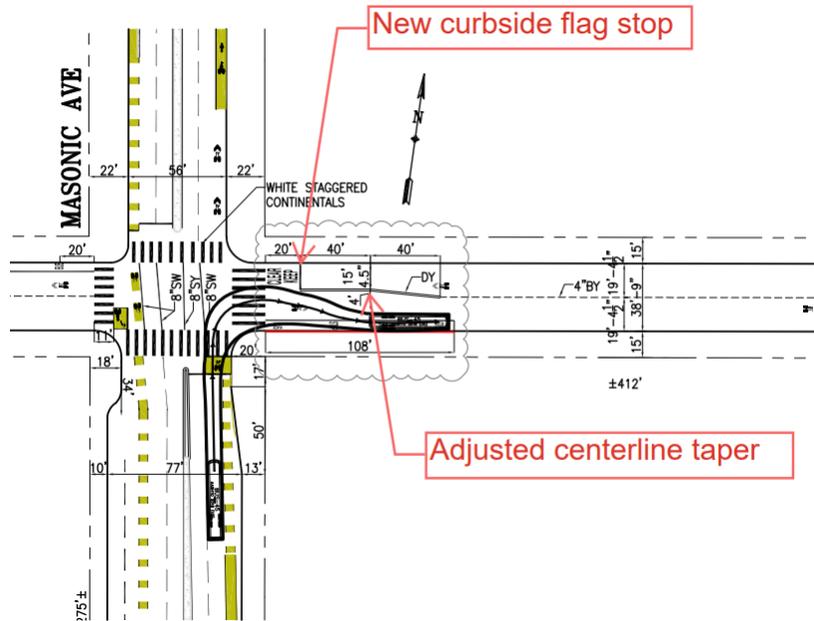


Figure 2: Striping changes on Hayes and Masonic include extending the existing bus zone on the south side of Hayes and establishing a flag stop on the north side of Hayes. Both require parking removal.

The route consolidation requires new parking restrictions and a modification to the street lane alignments on a portion of the block on Hayes Street between Masonic Avenue and Central Avenue to provide adequate turning clearances for buses on the new routing. The SFMTA proposes to remove one bus zone/stop on this same block of Hayes Street and repurpose that curb space for parking. With the proposed new parking restrictions and the parking bus zone/stop removal, the net change in parking on Hayes Street between Masonic Avenue and Central Avenue is estimated to be a decrease of three to four spaces. The SFMTA also proposes to extend a bus zone on Hyde Street at Grove Street to accommodate layover space between inbound and outbound trips on the consolidated route. This will not result in any changes to existing parking or loading spaces.

9 San Bruno

The 9 San Bruno route will be shortened so that inbound service will end on 11th Street at Market Street on weekdays during the hours that the 9R San Bruno Rapid is running. On weekends and during weekday hours when the 9R San Bruno Rapid is not running, the 9 San Bruno will run existing service (as of February 2025) along Market Street.

Shortening of the route on weekdays during the hours that the 9R San Bruno Rapid is running will require new parking restrictions on the block of 11th Street between Market Street and Mission Street to accommodate layover space between inbound and outbound trips on the shortened daytime route.

The SFMTA proposes the removal of seven yellow parking stalls and 12 motorcycle parking stalls on the east side of 11th Street to accommodate layover space between inbound and outbound trips. Figure 3 shows the proposed striping changes on 11th Street between Mission and Market Streets.

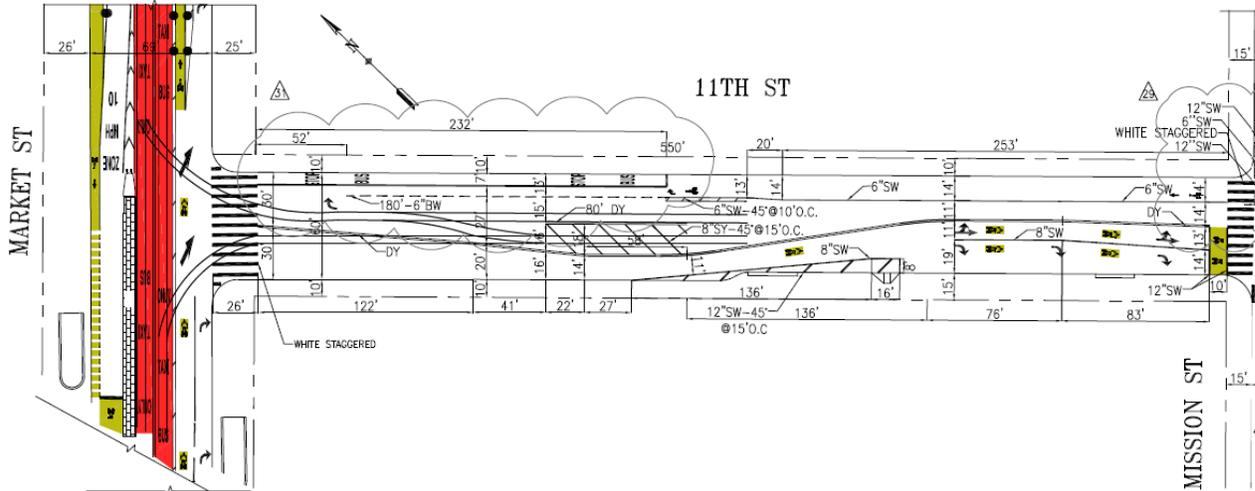


Figure 3: Striping changes on 11th Street between Mission and Market Streets include the establishing of a bus zone on the east side of 11th Street from Market Street to 232 ft. south.

PROPOSED LEGISLATION

The SFMTA proposes that the SFMTA Board of Directors approve the following parking and traffic modifications to implement these reroutes:

- A. ESTABLISH – BUS ZONE
 - i. Hayes Street, south side, from 74 feet to 108 feet east of Masonic Avenue (removes 1 RPP parking space and restricts parking across 1 driveway; extends existing 74-foot bus zone by 34 feet)
 - ii. Hyde Street, west side, from 123 feet to 163 feet south of Fulton Street (extends existing 80-foot bus zone by 40 feet to 120 feet total)
 - iii. 11th Street, east side, from Market Street to 232 feet southerly
- B. RESCIND – BUS ZONE
 - i. Hayes Street, south side, from Central Avenue to 78 feet westerly (retains 10 feet of daylighting; restores 3 RPP parking spaces)
- C. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME
 - i. Hayes Street, north side, from 0 feet to 101 feet east of Masonic Avenue (removes 2 RPP parking spaces and restricts parking across 1 driveway)
- D. ESTABLISH – FLAG STOP
 - i. Hayes Street, westbound, at Masonic Avenue (relocated stop from farside bus zone to nearside curbside flag stop)
- E. RESCIND – YELLOW METERED ZONE, COMMERCIAL LOADING, 30 MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY
 - i. 11th Street, east side, from 15 feet to 75 feet south of Market Street [Currently, a Passenger Loading Zone at all times exists. Directive 6852 rescinded the Passenger Loading Zone on 1/29/25 and established a yellow metered zone for commercial loading (but has not been implemented)]
 - ii. 11th Street, east side, from 127 feet to 227 feet south of Market Street (Metered Stalls #25, #27, #29, and #31)
- F. RESCIND – METERED MOTORCYCLE PARKING
 - i. 11th Street, east side, from 81 feet to 123 feet south of Market Street (12 spaces)

STAKEHOLDER ENGAGEMENT

The proposed parking traffic and modifications are needed to accommodate route changes to the 9 San Bruno and 6 Hayes-Parnassus. These route changes are included in the Muni Summer 2025 Service Changes, which is a package of changes that will go into effect on June 21, 2025. The route changes were presented to the Board multiple times earlier this year in discussions about service cuts, and additional outreach to public was done over multiple channels. A detailed description of that stakeholder engagement can be reviewed in the Title VI Service Equity Analysis of proposed Muni Cuts Staff Report: [4-15-25 MTAB Item 10.5 Title VI Analysis - Summer 2025 Service | SFMTA](#).

Parking and Traffic Modifications

The parking and traffic modifications for the 6 Hayes-Parnassus, and 9 San Bruno were presented at the Engineering Public Hearing Meeting on May 16, 2025 to gather public feedback about the changes.

No comments were received during the public hearing for changes associated with the 6 Hayes-Parnassus. However, emails in opposition to the changes were received after Public Hearing. Feedback was received from neighbors who live on the corner of Hayes and Masonic and a business owner. The extension of the inbound bus zone on the south side of Hayes at Masonic will impact the ability to park across a private driveway, parallel to the street. Access to the private driveway will not be impacted but could be temporarily delayed when the route is serving the stop. This stop location is a transfer point for the 6 Hayes-Parnassus to and from the 43 Masonic and the 5 Fulton Local and Rapid stops. SFMTA is currently working with the impacted parties to mitigate the impacts by exploring other parking changes within a block radius of this location.

For changes associated with the 9 San Bruno, one email in opposition to motorcycle parking removal was received prior to public hearing suggesting the relocation of motorcycle parking to a nearby location. No comments received during public hearing.

ALTERNATIVES CONSIDERED

The SFMTA Board gave direction to pursue service cuts in the spring to be implemented in June 2025. These service cuts include the consolidation of the 6 Haight-Parnassus and 21 Hayes routes, as well as the shortening of the 9 San Bruno. The proposed parking and traffic modifications have been identified through bus tests as necessary to implement these routes associated with these service cuts.

FUNDING IMPACT

The proposed parking and traffic modifications are estimated to cost \$38,000 to implement. The modifications will require meter removal, restriping and new signage installed. Expenses will be covered by funds in the operating budget and in existing project budgets.

Uses

Scope	Amount
Implementation	\$ 38,000

Sources

Funding Sources	Amount
Operating	\$ 9,700
Prop B	\$ 28,300

ENVIRONMENTAL REVIEW

The various parking and traffic modifications needed to accommodate route changes to the 6 Hayes-Parnassus and 9 San Bruno included in the Muni Summer 2025 Service Changes that will go into effect on June 21, 2025 are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for the operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On April 9, 2025, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2025-002948ENV) that the proposed Muni Service Cuts Expected June 2025 Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

On May 23, 2025, the Planning Department determined that the various parking and traffic modifications needed to accommodate route changes to the 5 Fulton, 9 San Bruno, and 6 Hayes-Parnassus included in the Muni Summer 2025 Service Changes that will go into effect on June 21, 2025 do not constitute a substantial modification to the categorical exemption issued on April 9, 2025, and are categorically exempt under CEQA Guideline Section 15301.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/PIM/?tab=Planning+Applications&search=2025-002948ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board approve the various parking and traffic modifications needed to accommodate route changes to the 6 Hayes-Parnassus and 9 San Bruno included in the Muni Summer 2025 Service Changes that will go into effect on June 21, 2025.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, In order to close a shortfall in the agency's FY26 budget, the SFMTA Board of Directors gave direction to staff in March and April of this year to implement Muni Summer Service Cuts, which included shortening three lines during all or part of the day (5 Fulton, 9 San Bruno and 31 Balboa) and consolidating two lines (6 Haight-Parnassus and 21 Hayes) into a new line called the 6 Hayes-Parnassus; and,

WHEREAS, The SFMTA is committed to making San Francisco a Transit-First City; and,

WHEREAS, Based on bus tests conducted, route changes on the 6 Hayes-Parnassus and 9 San Bruno require parking and traffic modifications to ensure safe and reliable operations; and

WHEREAS, The San Francisco Municipal Transportation Agency proposes various parking and traffic modifications as follows:

A. ESTABLISH – BUS ZONE

- i. Hayes Street, south side, from 74 feet to 108 feet east of Masonic Avenue (removes 1 RPP parking space and restricts parking across 1 driveway; extends existing 74-foot bus zone by 34 feet)
- ii. Hyde Street, west side, from 123 feet to 163 feet south of Fulton Street (extends existing 80-foot bus zone by 40 feet to 120 feet total)
- iii. 11th Street, east side, from Market Street to 232 feet southerly

B. RESCIND – BUS ZONE

- i. Hayes Street, south side, from Central Avenue to 78 feet westerly (retains 10 feet of daylighting; restores 3 RPP parking spaces)

C. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

- i. Hayes Street, north side, from 0 feet to 101 feet east of Masonic Avenue (removes 2 RPP parking spaces and restricts parking across 1 driveway)

D. ESTABLISH – FLAG STOP

- i. Hayes Street, westbound, at Masonic Avenue (relocated stop from farside bus zone to nearside curbside flag stop)

E. RESCIND – YELLOW METERED ZONE, COMMERCIAL LOADING, 30 MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

- i. 11th Street, east side, from 15 feet to 75 feet south of Market Street [Currently, a Passenger Loading Zone at all times exists. Directive 6852 rescinded the Passenger Loading Zone on 1/29/25 and established a yellow metered zone for commercial loading (but has not been implemented)]
- ii. 11th Street, east side, from 127 feet to 227 feet south of Market Street (Metered Stalls #25, #27, #29, and #31)

F. RESCIND – METERED MOTORCYCLE PARKING

- i. 11th Street, east side, from 81 feet to 123 feet south of Market Street (12 spaces)

WHEREAS, The public feedback that was collected through an expansive multilingual outreach campaign following the February 4, 2025 SFMTA Board meeting informed the reduced service cuts plan and reroutes that are being implemented; and,

WHEREAS, The proposed various parking and traffic modifications needed to accommodate route changes to the 5 Fulton, 9 San Bruno, and 6 Hayes-Parnassus included in the Muni Summer 2025 Service Changes that will go into effect on June 21, 2025 are subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for the operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On April 9, 2025, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2025-002948ENV) that the proposed Muni Service Cuts Expected June 2025 is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On May 23, 2025, the Planning Department determined that the various parking and traffic modifications needed to accommodate route changes to the 5 Fulton, 9 San Bruno, and 6 Hayes-Parnassus included in the Muni Summer 2025 Service Changes that will go into effect on June 21, 2025 do not constitute a substantial modification to the categorical exemption issued on April 9, 2025, and are categorically exempt under CEQA Guideline Section 15301; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/PIM/?tab=Planning+Applications&search=2025-002948ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

RESOLVED, that the San Francisco Municipal Transportation Agency Board of Directors approves the proposed parking and traffic modifications set forth in Items A through F above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 17, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency