



# 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



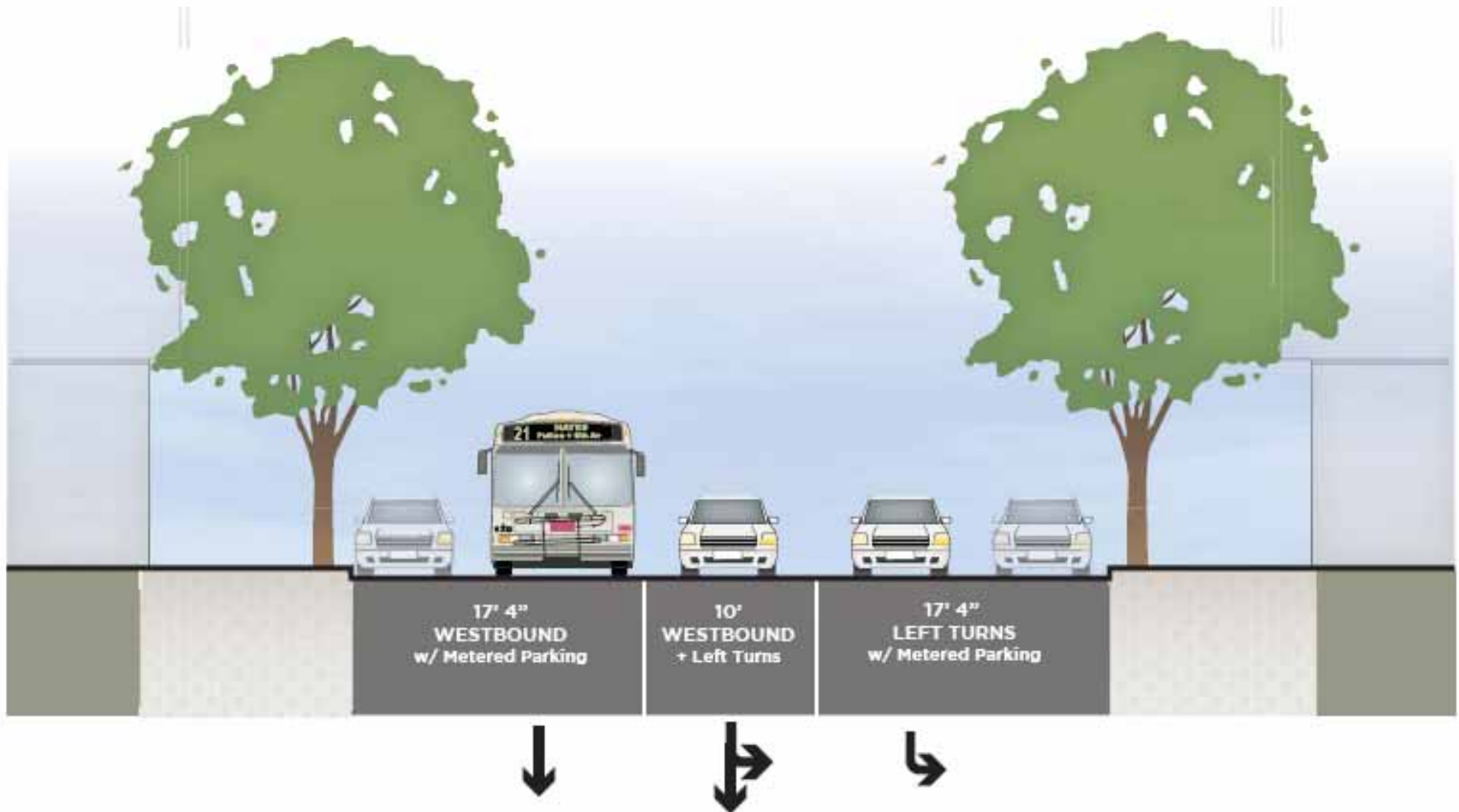
Two lane, two-way street,  
neighborhood commercial

# Hayes, Gough to Franklin

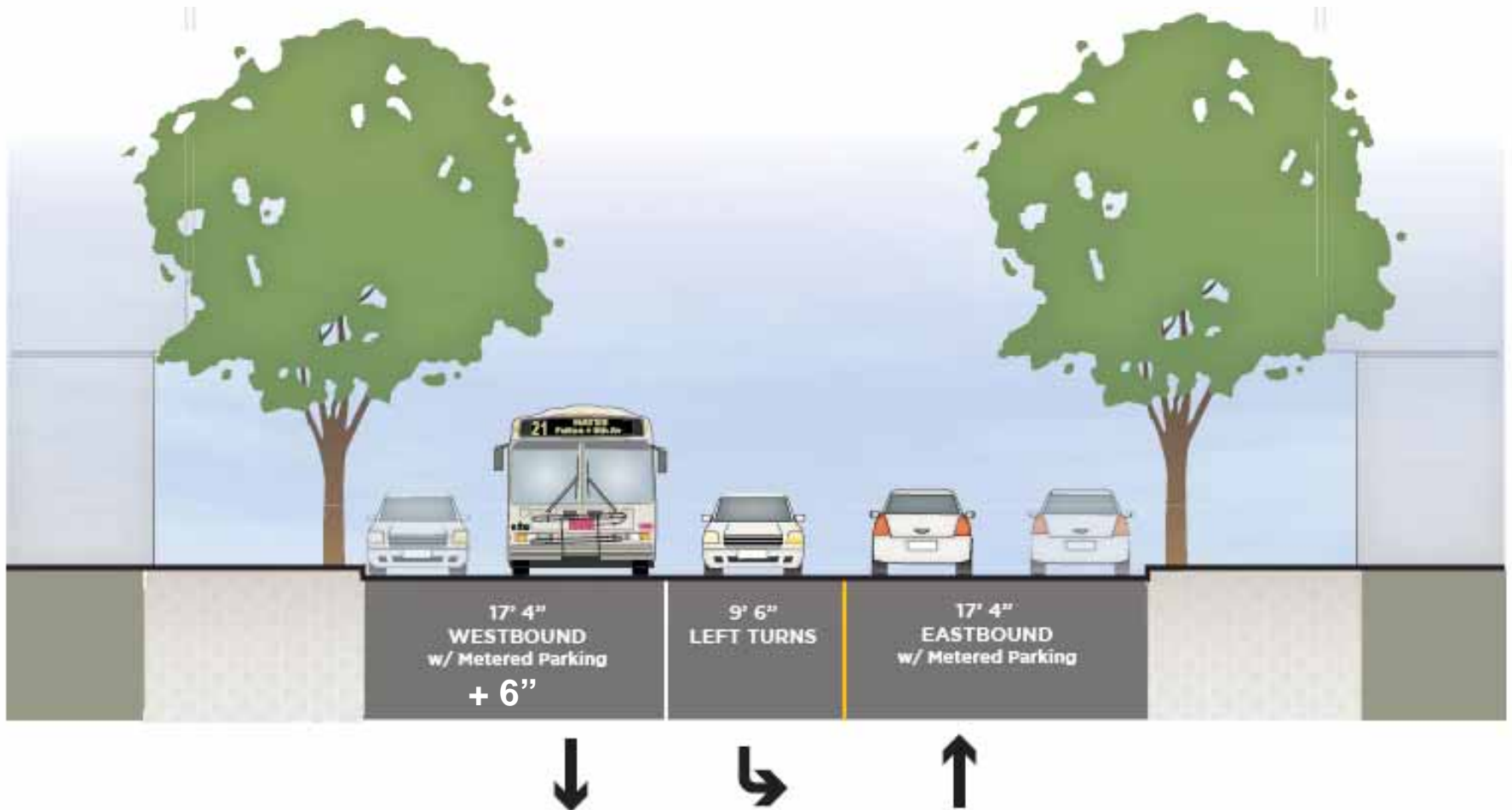


3 westbound lanes,  
neighborhood commercial

# Hayes, Gough to Franklin, Existing




# Hayes, Gough to Franklin, Proposed



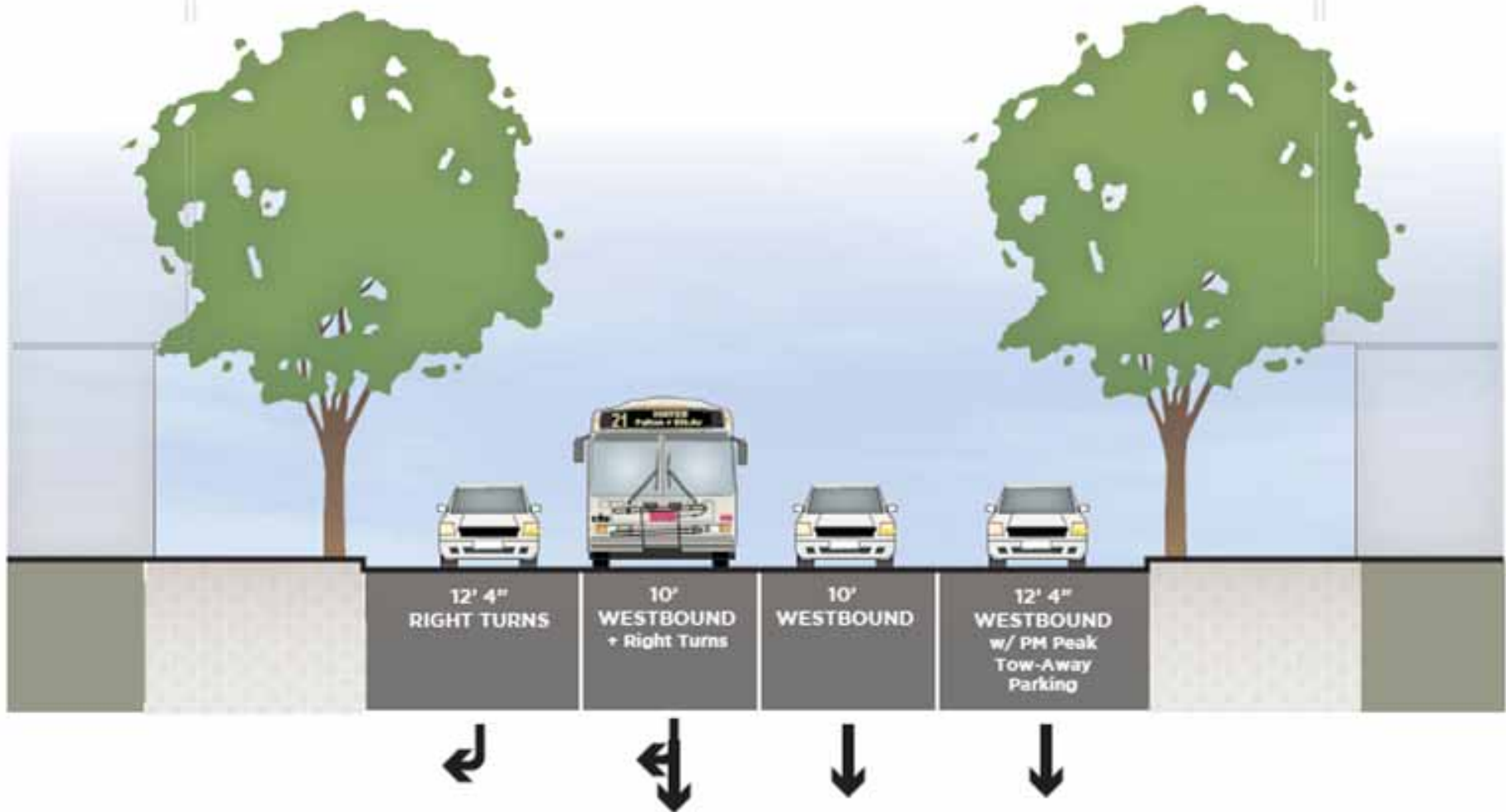


# Hayes, Van Ness to Franklin

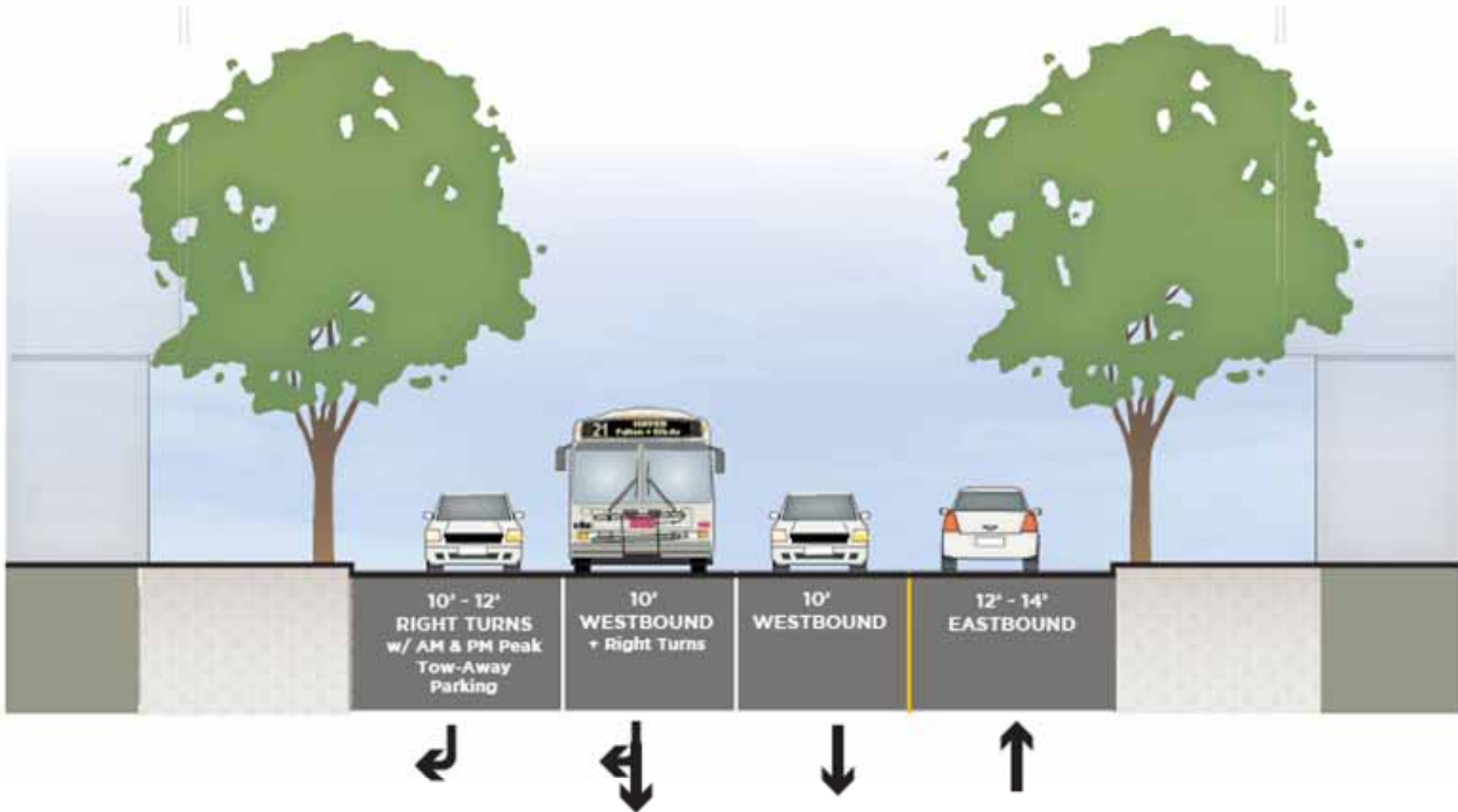


3 westbound lanes  
(plus one PM peak lane)

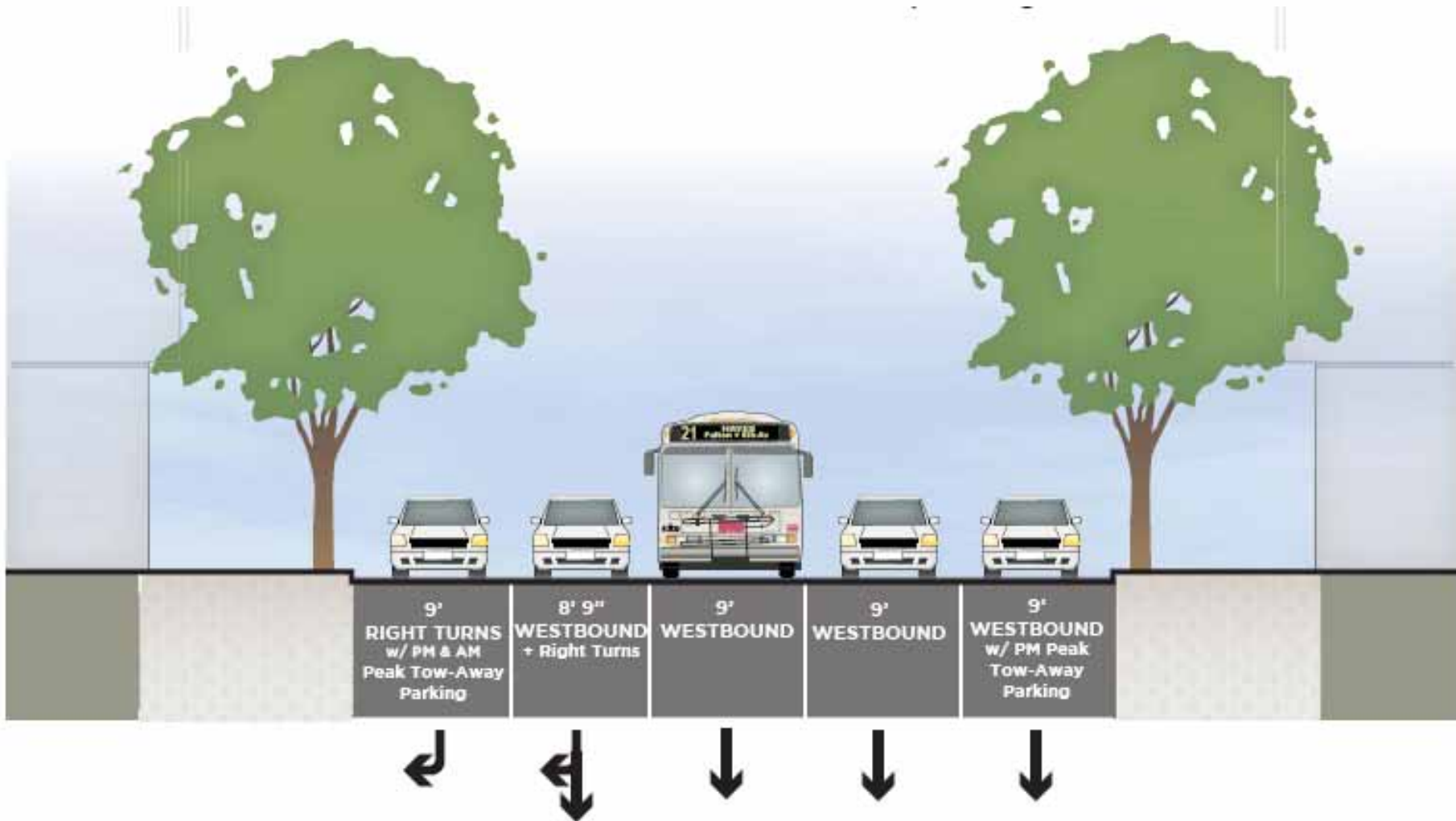
# Hayes, Van Ness to Franklin, Existing



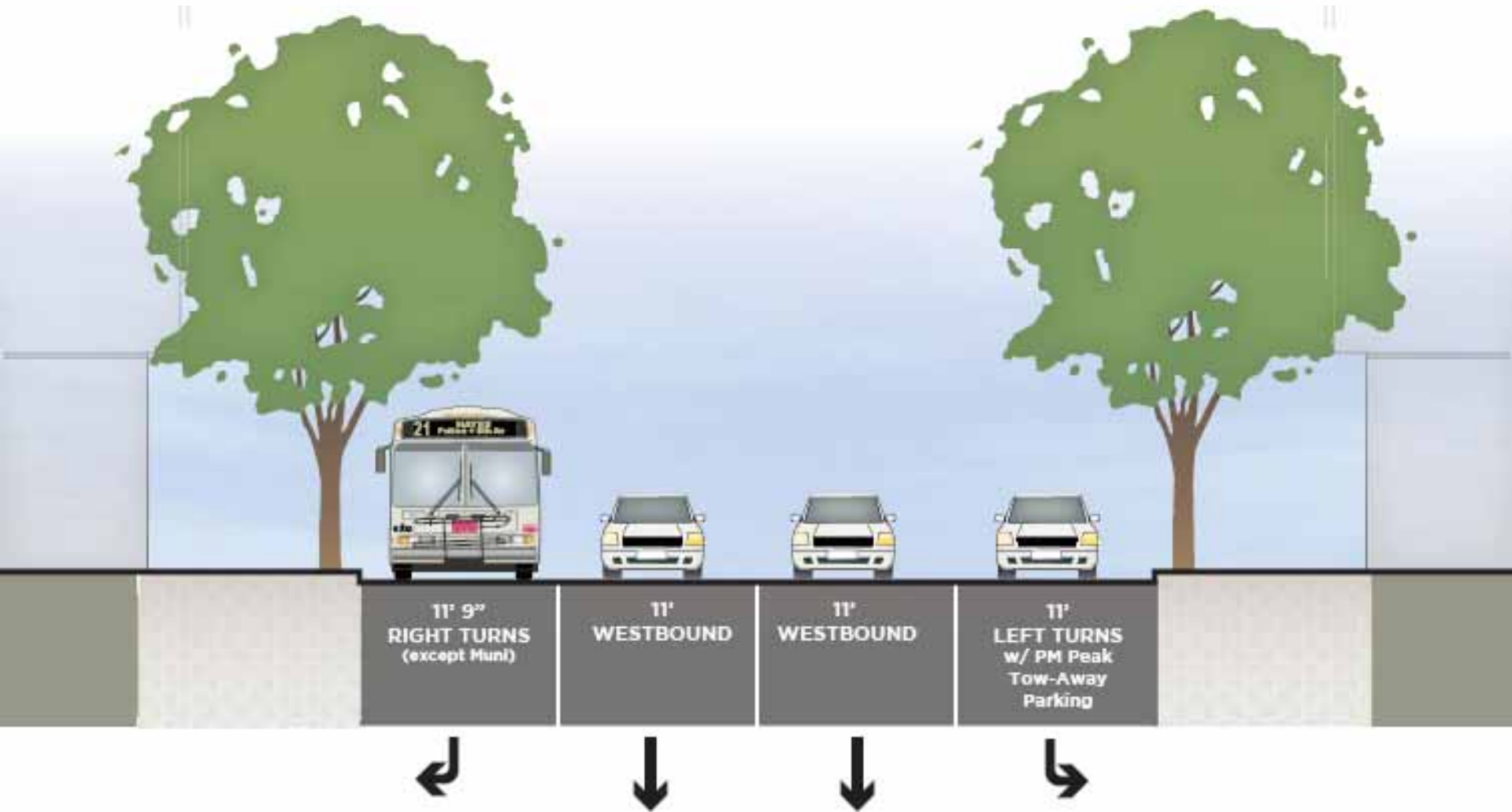
# Hayes, Van Ness to Franklin, Proposed



# Hayes, Polk to Van Ness, Existing

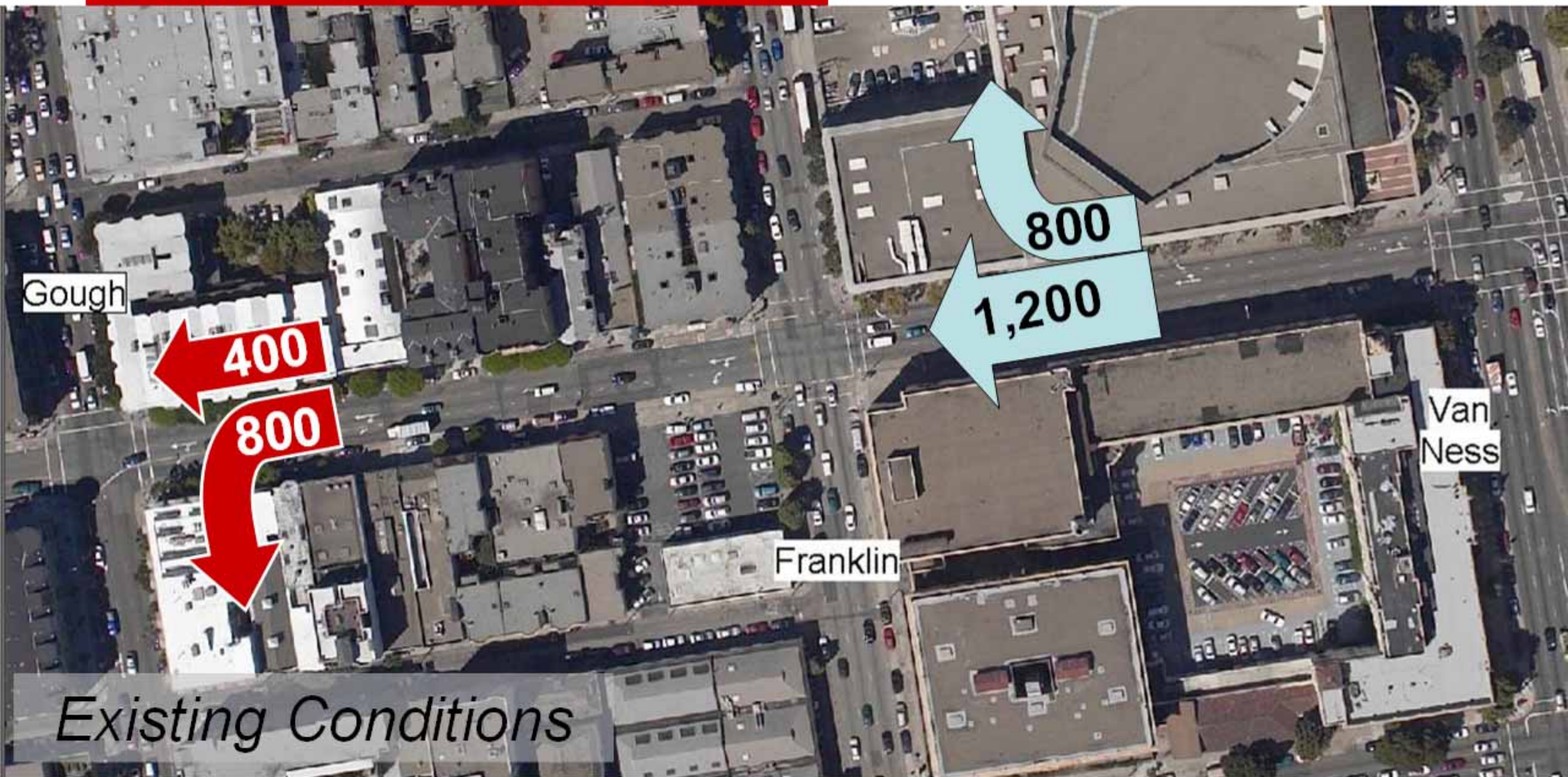


# Hayes, Polk to Van Ness, Proposed



# Hayes Street Auto Traffic Circulation

## EVENING PEAK HOUR TRAFFIC FLOWS



Existing Conditions

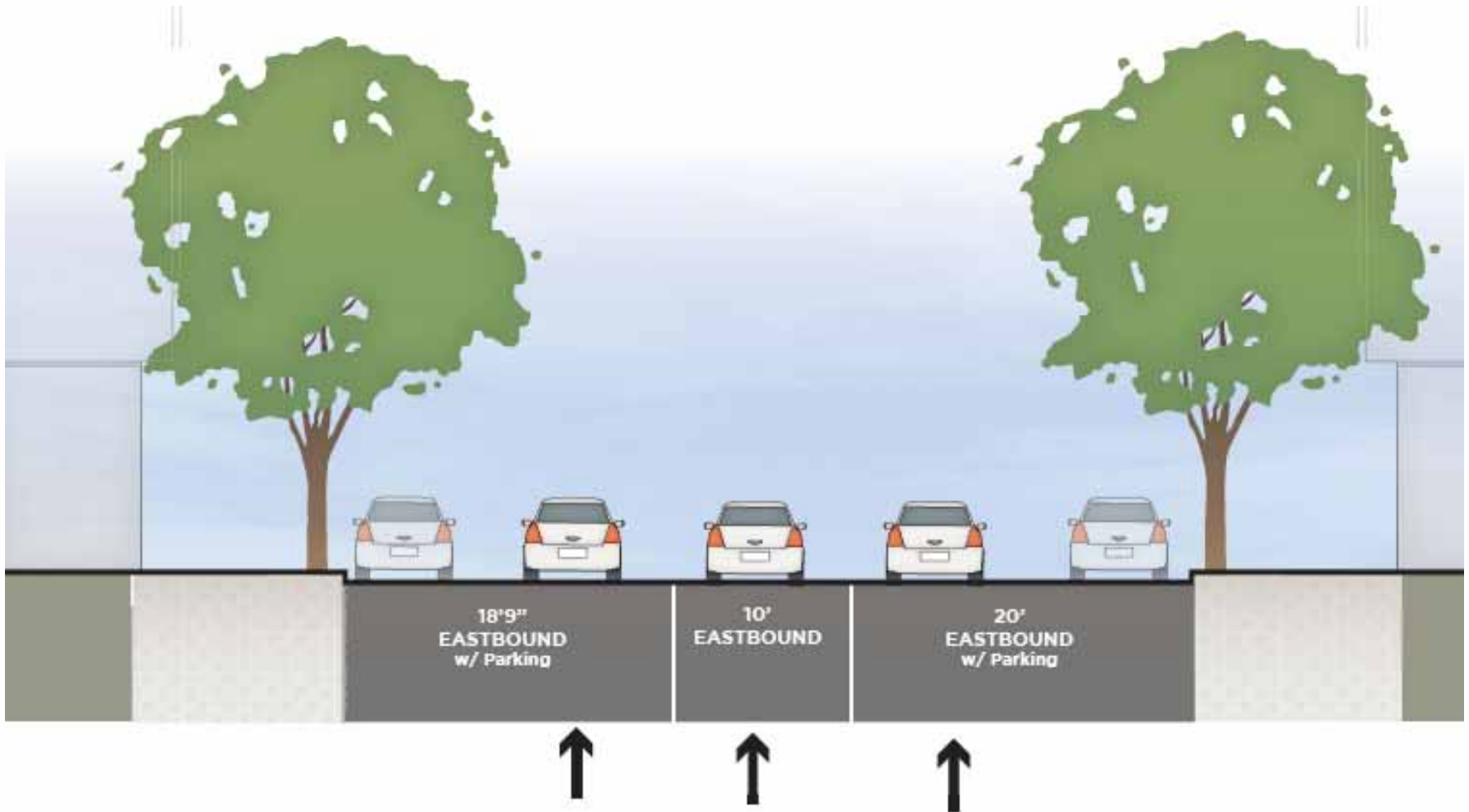
# Two-way Fell Street Proposal

Existing Hayes to Fell Access

New Hayes to Fell Access

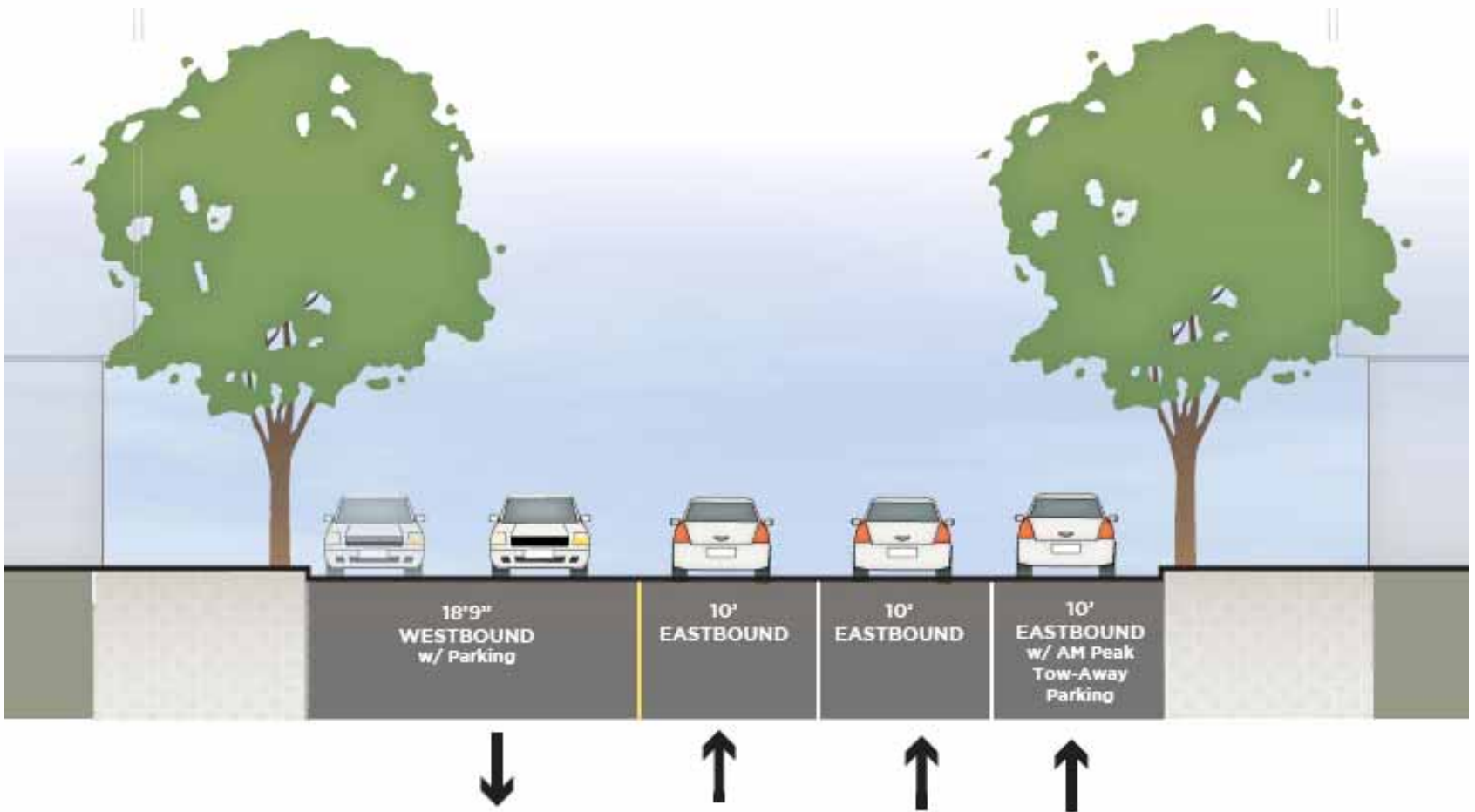


# Fell, Van Ness to Franklin, Existing

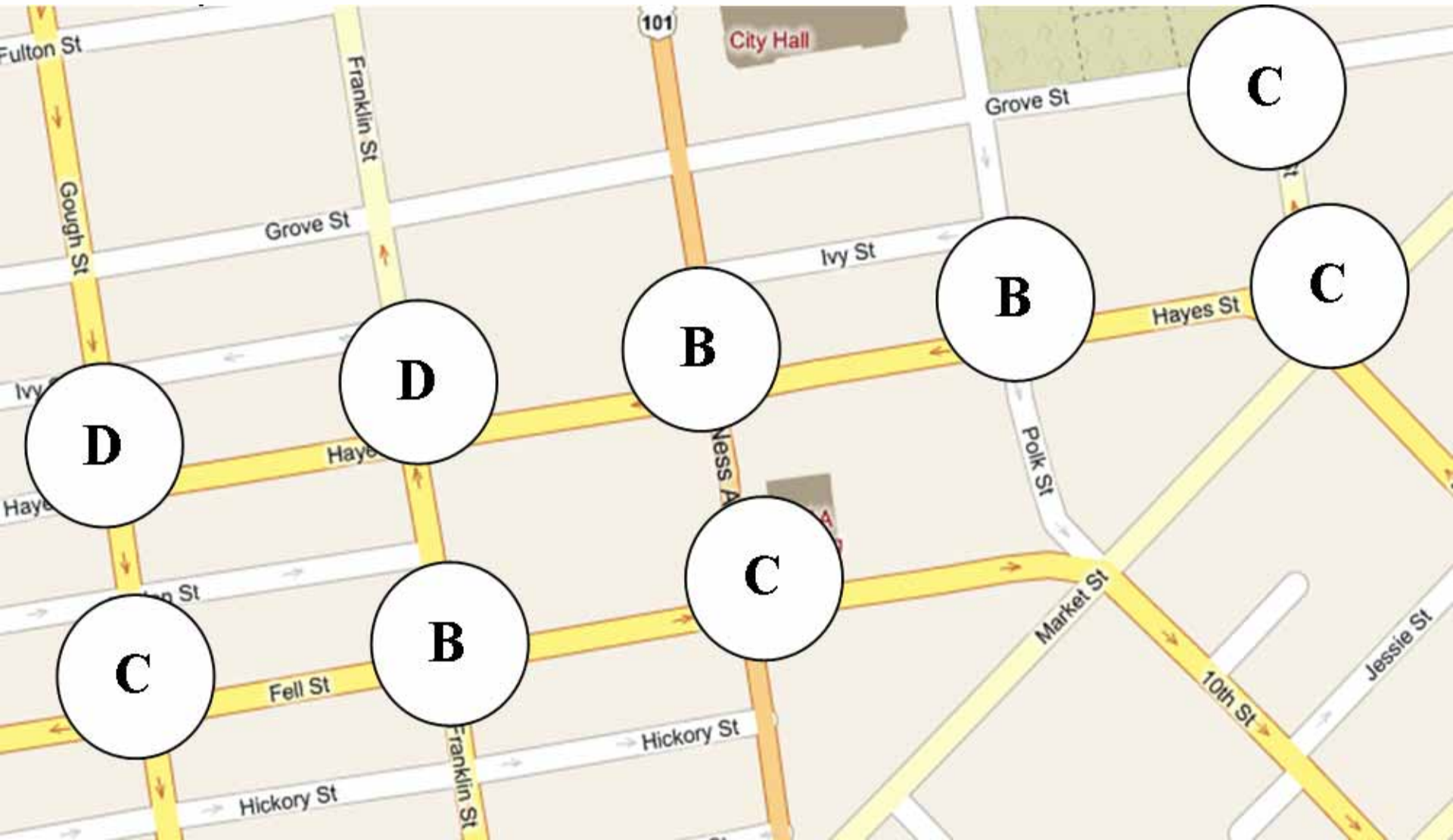




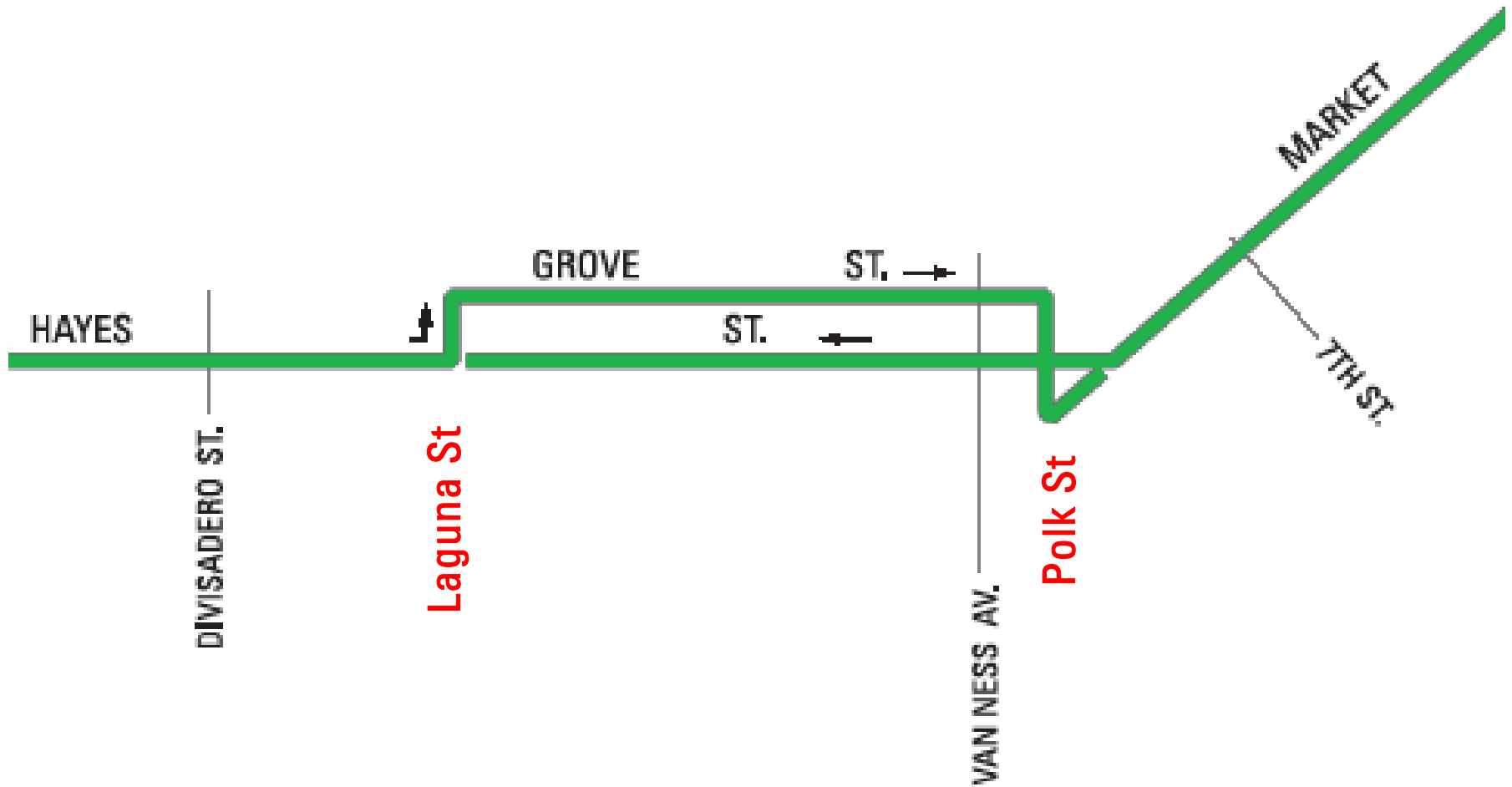
# Fell, Van Ness to Franklin, Proposed



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

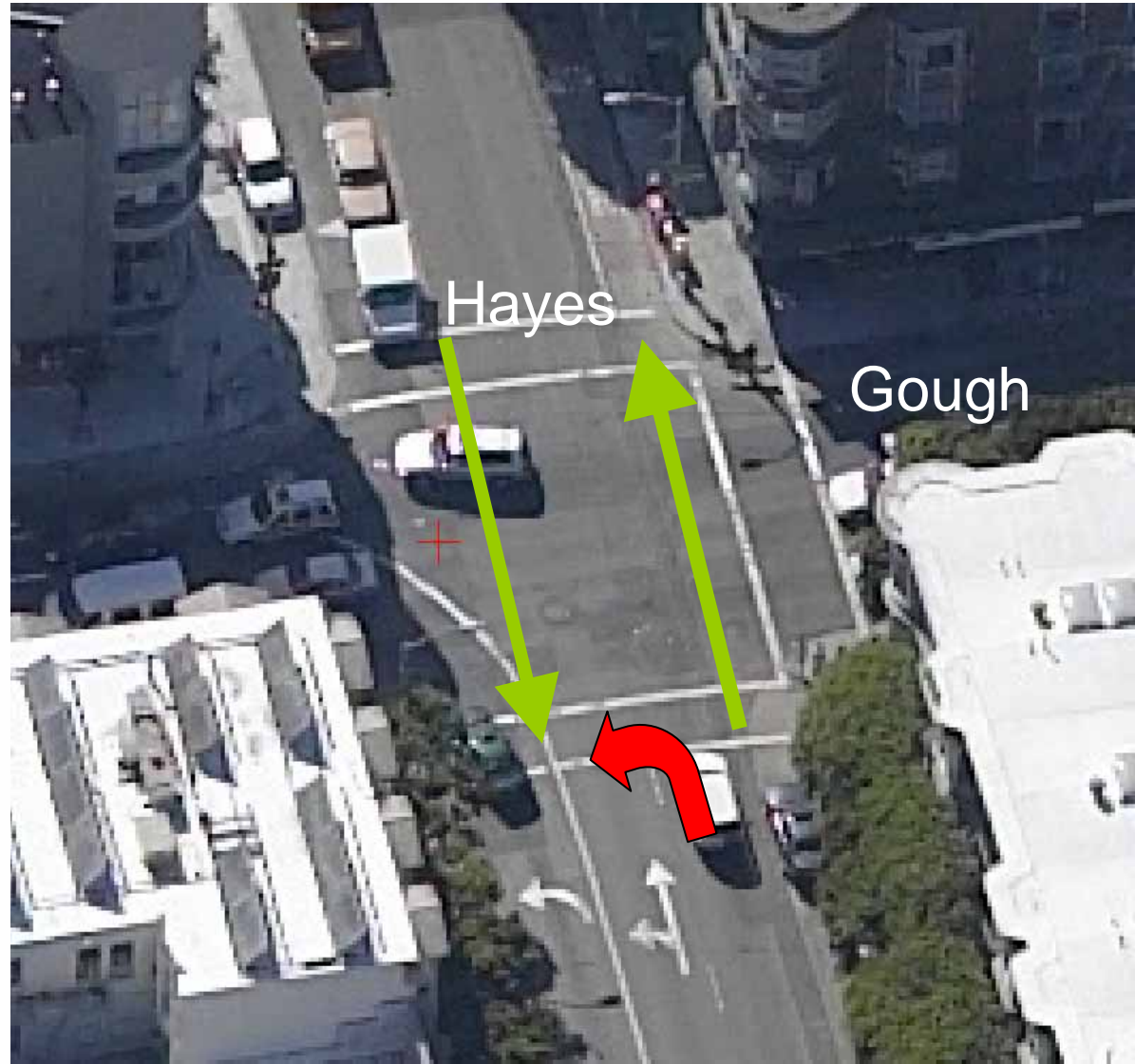


# 21 Hayes Operation



# 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

<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