



The HAYES VALLEY Neighborhood Association | HVNA

Britt Tanner,  
 Engineer, Sustainable Streets Division  
 San Francisco Municipal Transportation Agency  
 1 South Van Ness Avenue, 7<sup>th</sup> Floor  
 San Francisco, CA 94103

September 6, 2011

Dear Mrs. Tanner,

The Hayes Valley Neighborhood Association enthusiastically supports the proposal to reintroduce two-way bus service on Haight Street. The SFMTA's proposal to two-way Haight Street between Octavia and Gough/Market has come a long way and will greatly improve public transit for upwards of 20,000 daily bus passengers, especially at peak commute times. The HVNA has a long history of supporting the reintroduction of two-way bus service on this street. HVNA advocated for this idea multiple times during the Transit Effectiveness Project public input process, and we endorsed the Market and Octavia Better Neighborhood Plan, which includes transit first proposals like this. Our neighborhood is poised to add thousands of new housing units and residents in the next decade, and it is imperative that transit, walking, and bicycling infrastructure be capable of absorbing this new growth. This proposal is a step in that direction and is especially warranted given that it is multi-modal. We are especially pleased that the proposal includes these measures:

- A new transit-only lane eastbound on Haight between Octavia and Gough/Market, which will dramatically improve travel times for bus passengers, especially during commute hours.
- A new center bus lane on Haight between Laguna and Octavia which will enable the bus to by-pass queues of cars making the right turn from Haight Street to Octavia Boulevard.
- Restrictions on right turns from Octavia Blvd to Haight Street, and forced right turn from eastbound Haight to Octavia Boulevard.
- Pedestrian improvements on Market and Gough
- Parking removal on Haight between Octavia and Gough/Market to be replaced by over 14 parking spaces re-allocated from bus stop removal and other street reconfigurations on Haight, Laguna, and Page Streets.
- Removal of the bus from Page Street, which will incrementally bring the city closer to making Page Street a bicycle boulevard, also called-for in the Market and Octavia Better Neighborhoods Plan.

In addition to supporting the above measures, the HVNA urges SFMTA to also consider rethinking the southbound travel lane on the east side of Gough between Page and

Haight/Market. This lane should be replaced by on-street parking, and a tow-away zone introduced on the west side of Gough.

We are pleased with SFMTA's handling of some neighbor's concerns, and believe that extensive public comment and outreach has resulted in a very good, albeit incremental, improvement to Haight Street bus service. The proposal to reintroduce two-way bus service on Haight Street has long-standing community support and meets many of the city's transit first and livability goals. It benefits three modes of transportation – transit, walking, and bicycling, and benefits users of these systems that live throughout the city. We urge you move forward with this project expeditiously. If there are further questions about HVNA's extensive involvement with this proposal, please do not hesitate to contact me.

Sincerely,

Jason Henderson  
Chair, Transportation and Planning Committee, HVNA

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