Tonight’s Agenda

• Overview presentation
  – Project background
  – Introduce two proposed configurations

• Small-group discussion

• Report back and next steps
Project Location

- Proposed Inbound Routes
- Existing Routes
- Existing Inbound Segments to be Eliminated
Project Need

- Inbound Haight Street buses have to take indirect path to Market Street
- Transit delayed due to queues accessing Octavia Blvd and US 101
Project Goals

• Provide two-way Muni service on Haight Street from Laguna to Market to reduce travel times and improve reliability
  – Existing inbound Muni travel time from Laguna to Van Ness varies from 2 to 8 minutes
  – Change would benefit 20,000 customers
• 4,850 passengers on bus inbound at Octavia
  – Joint project with DPW and Planning Department for streetscape, landscape and pedestrian improvements
Project Overview

• Two-way Muni service on Haight Street is not a new idea
  – Market Octavia Plan (2007) calls for Transit Preferential Streets
  – Transit Effectiveness Project (2008) suggests two-way transit service on Haight
• Grant funding already secured
• Proposals today respond to feedback from previous meetings
• *Goal of this meeting is to develop a proposal that will go to public hearing*
Existing Configuration

- Two-way street from Laguna to Octavia
- One-way street westbound from Market to Octavia with one left-turn lane, one through lane and parking on both sides of street
Proposed Configuration: Haight, Laguna to Octavia

- Add an eastbound bus-only lane for Muni
- Establish “No Left Turn” for eastbound Haight at Octavia; all eastbound traffic must turn right
Proposed Configuration: Haight, Laguna to Octavia

- Add an eastbound bus-only lane for Muni

Facing east on Haight
Proposed Configuration A – Haight, Octavia to Market

- Add an eastbound through lane for Muni and right turns from northbound Octavia
- Allow south-side residents to purchase Area S RPP Permits
Proposed Configuration A – Haight, Octavia to Market

- Add an eastbound through lane for Muni and traffic turning off northbound Octavia
Proposed Configuration B – Haight, Octavia to Market

- Add an eastbound bus-only lane for Muni
- Parking removal on south side of Haight
- Allow south side residents to purchase Area S RPP Permits
Proposed Configuration B – Haight east of Octavia

Build a 4’ wide landscaped median at entry to reinforce transit-only lane
Proposed Configuration B – Haight, Octavia to Market

- Add an eastbound bus-only lane for Muni
Proposed Bus Stop Changes

*Exact bus stop location to be determined
Bus Stop/Parking Changes

Option A: Net gain: 10 spaces
Option B: Net gain: 0 spaces

Residents able to apply for Area S parking permits to use new available parking spaces
Market/Gough/Haight Intersection

- 1999-2007: Average of 8 collisions/year
- Since signal was modified in late 2007, collisions have declined

![Gough and Market Streets, Injury Collisions (1999-2009)](chart.png)
Streetscape Improvements

- Add 3 ped countdown signals to intersection
- Extend boarding island
- Improve curb ramps
- Add traffic signal head to improve visibility
- Add pedestrian refuges
- Move crosswalk 30 ft. west to align with pedestrian path of travel on Gough
- Bulb-out on Gough
- Improve curb ramps

Red dotted lines indicate relocated curbs. Blue dotted lines indicate relocated crosswalks.
Project Benefits

• Transit:
  – Reduce Muni travel times and improve reliability
  – Benefits 20,000 customers per day

• Improved pedestrian safety

• New landscaping and street trees

• Parking: Adds up to 10 parking spaces, Potential for RPP Permit expansion
Next Steps

- Public Hearing: Summer or Fall 2011
- SFMTA Board: Fall 2011
- Conceptual Engineering: March 2012
- Detailed Design: May 2013
- Construction Contracting: December 2013
- Construction: 2014
Small Group Discussion

Project Contact:
Britt Tanner
SFMTA Sustainable Streets
415.701.4685
britt.tanner@sfmta.com