

POTENTIAL PROJECTS

	Market-Octavia Neighborhood	Elsewhere in SF	Citywide	Regional	Notes:	Priority:
Circulation Improvements						
<i>Planned/Programmed Projects:</i>						
Hayes 2-Way Phase I (Gough to Van Ness)	▲				Elimination of tow-away lanes on 9th (Howard to Market) Coordinated with Fell 2-Way (Franklin to Van Ness)	
Fell 2-Way (Franklin to Van Ness)	▲					
Haight 2-Way (Octavia to Market)	▲	▲ Transit Benefits (6, 71)			Includes re-design of Gough/Market intersection	
<i>Hayes 2-Way Further Phase(s):</i>						
Hayes 2-Way Van Ness to Market/9th	▲				Enables bi-directional 21-Hayes service on Hayes Street	
Traffic Calm 9th and 10th (Folsom to Market), possibly via conversion to 2-way operation	▲	▲ Western SoMa				
Re-route inbound 21-Hayes to Hayes Street	▲	▲ Transit Benefits (21)				
<i>Potential Subsequent Related Circulation Changes:</i>						
Improve Hyde-8th and 7th-Leavenworth corridors for N-S flow	▲	▲ SoMa; Tenderloin	▲ 8th/7th Freeway Access Routes	▲	Helps ease effect of Hayes 2-way projects on Larkin May be coordinated with freeway (US-101, I-80) signage to direct travelers to neighborhood destinations	
<i>Develop alternate/improved routes in network:</i>						
Develop E-W Multimodal Corridors (e.g., Fulton-McAllister, Turk/Golden Gate, etc.)	▲ Relieve Localized Congestion	▲ Provide Alternate Routes/Modes			Pair with rapid transit and bicycle network improvements for maximum benefit	
Develop N-S Multimodal Corridors (e.g., Guerrero-Laguna, Church-Fillmore, 7th/8th, etc.)	▲ Relieve Localized Congestion	▲ Distribute Franklin/Gough traffic		▲ Peninsula demand		
<i>[see also BRT/TPS corridors; bike network improvements]</i>						
Other Circulation Improvements:						

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Transit Network						
<i>Planned/Programmed Projects:</i>						
Van Ness BRT	▲	▲	▲	▲		
Better Market Street	▲	▲	▲	▲		
Haight 2-Way (Octavia to Market)	▲	▲ <small>Transit Benefits (6, 71)</small>			Includes re-design of Gough/Market intersection	
<i>Express Bus Services:</i>						
Sunset/Parkside	▲	▲ West Side			to/from Civic Center/Downtown and other parts of SF, e.g., Mission Bay/circumferential routes	
Park Merced/Stonestown	▲	▲ West Side				
Western Addition/Richmond	▲	▲ Northern/Central Neighborhoods			Increased access for several markets, particularly health and educational institutions	
SamTrans / Regional Bus	▲		▲	▲	Benefits maximized when combined with HOV treatments on 101, 280, and on/off ramps (e.g., Duboce/South Van Ness, 6th St.)	
Regional and Local Shuttle Services	▲	▲	▲	▲ Peninsula, E. Bay	Particularly health and educational institutions (SFSU, UCSF, CPMC, Mission Bay)	
<i>HOV/Transit Priority Projects:</i>						
US 101-Bayshore-Potrero Corridor	▲		▲	▲	San Mateo County studying 101 HOV Facility, to complement Santa Clara County's planned HOV/HOT facility	
US 101-South Van Ness/Duboce Interchange	▲		▲	▲	Directly links SamTrans buses to Mission/Van Ness corridor	
Bay Bridge Access and Contraflow Transit Lane	▲		▲	▲	AC Transit studying improvements from Bay Bridge to Transbay Terminal	
<i>Additional BRT/TPS Corridors</i>						
Fulton-McAllister	▲	▲	▲			
Balboa-Turk	▲	▲	▲			
Lincoln Way to Oak/Fell	▲	▲	▲			
Circumferential/Crosstown		▲	▲			
Guerrero corridor peak-period HOV/transit lanes	▲	▲ <small>Western/Southern Neighborhoods</small>		▲	For Muni, SamTrans, and potentially shuttle services and other HOVs; potentially coordinated with congestion pricing	
Other Transit Improvements:						

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Pedestrian and Bicycle Projects						
<i>Projects Underway/Planned:</i>						
Linden Alley Redesign (Gough to Octavia)	▲				Project under construction currently (shared space design)	
Re-opening West-Side Crosswalk at Gough/Oak	▲				Project currently under construction (Prop K funded; part of citywide pedestrian circulation/safety program)	
Gough/Market Re-Design (Haight 2-Way)	▲	▲ <small>Transit Benefits (6, 71)</small>				
Better Market Street	▲	▲	▲	▲		
<i>Areawide pedestrian improvement program:</i>						
Fill pedestrian infrastructure gaps (directional ramps, countdowns, etc.)	▲					
Bulbs/sidewalk expansions at high demand locations (e.g., Arts Venues)	▲					
Improved ped. connection to Civic Center BART (lighting, signage, etc.)	▲			▲		
Bicycle Access Improvements (e.g., parking facilities, bike-share)	▲					
Polk Street bicycle connection/lane at Market	▲		▲			
Enhanced Bicycle Network/Connectivity (e.g., E-W Cycletrack)	▲	▲	▲		Some impacts to parking or traffic lane, so maximum benefits when paired with multimodal corridor development, transit improvements, and demand management	
Other Bike/Ped. Improvements:						

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Intersection Improvements and Traffic Management						
<i>Planned/Programmed Projects:</i>						
Gough/Market Re-Design (Haight 2-Way)	▲	▲ Transit Benefits (6, 71)				
Two-Way Projects (Hayes Phase 1, Fell)	▲					
<i>Pilot Opportunities / Hot Spots</i>						
Page/Octavia Bicycle Improvement (e.g., bike box, vehicle right turn bay)	▲					
Oak/Octavia (heavy/chaotic E to S right turn)	▲			▲		
Octavia Service/Frontage Road (through traffic/sharrow lane conflicts)	▲					
Franklin/Market Intersection Redesign	▲	▲	▲	▲	Supports Van Ness BRT Corridor	
280/San Jose off-ramp/corridor Traffic Management/Calming		▲ e.g., Road Diet, Landscaping, etc.		▲		
Other Traffic Management/Calming:						
<i>[see also signage: TDM]</i>						

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Policy/Programmatic Strategies						
<i>Underway:</i>						
SF park Parking Management Program	▲	▲				
Signage Program for Regional Travelers (e.g., I-280/Sunset guidance)		▲		▲	US-101 signage may be designed to support Rapid Transit/HOV corridors and alternate route projects	
Regional shuttle coordination / increased provision			▲	▲	See the Authority's Draft Strategic Analysis Report (SAR) on the Role of Shuttles	
Muni FastPass Extension to Daly City BART	▲	▲	▲	▲		
Safe Routes to School / School TDM	▲		▲			
Next Generation Parking Management (e.g., RPP reform, PBD)	▲		▲			
<i>Congestion Pricing:</i>						
Downtown Cordon (NE Cordon)	▲	▲	▲	▲	One of several potential designs analyzed in the Authority's Feasibility Study (Mobility, Access, and Pricing Study)	
Peninsula Corridor (Southern Gateway)	▲	▲	▲	▲	One of several potential designs analyzed in the Authority's Feasibility Study (Mobility, Access, and Pricing Study)	
Other Policy/Programmatic Strategies:						