

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving a parking protected bikeway and parking and traffic modifications on Howard Street between 11th Street and 6th Street and Folsom Street between 5th Street and 4th Street until April 16, 2020, to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor and increasing transit performance as part of the Howard Near-Term Improvement Project pilot.



SUMMARY:

- This project will establish a protected bikeway (Class IV) and visibility zones at intersections.
- This project will establish a transit boarding island at the 12 Folsom stop at 5th Street, far side, to reduce transit delays and improve transit reliability and safety.
- The proposal removes 54 general parking spaces and adds 17 loading zones in the project area. Overall, the project will remove 37 parking spaces.
- The SFMTA conducted public outreach to solicit input that helped shape parking and curbside management along the Howard Near-Term Improvement Project corridors including public meetings, door-to-door outreach, and stakeholder meetings.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Howard Near-Term Improvement Project Area Map
3. Howard Near-Term Improvement Project Cross-Section Graphics
4. Howard Near-Term Improvement Project Typical Block Graphics

APPROVALS:

	DATE
DIRECTOR  _____	10/9/2018
SECRETARY  _____	10/9/2018

ASSIGNED SFMTAB CALENDAR DATE: October 16, 2018

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PURPOSE

Approving a parking protected bikeway and parking and traffic modifications on Howard Street between 11th Street and 6th Street and Folsom Street between 5th Street and 4th Street until April 16, 2020, to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor and increasing transit performance as part of the Howard Near-Term Improvement Project pilot.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goal and Objectives:

- Goal 1: Create a safer transportation experience for everyone.
 - Objective 1.1: Achieve Vision Zero Goal by eliminating all traffic deaths
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
 - Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation
 - Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

Transit First 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.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of

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regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

In the past five years, there have been a total of 101 collisions along Howard Street between 11th Street and 6th Street and 31 collisions along Folsom Street between 5th Street and 4th Street. This includes 43 collisions involving pedestrians and 23 collisions involving people who ride bikes with one bicyclist fatality and one pedestrian fatality.

Howard Street is a westbound, three-lane, one-way street in the city's South of Market neighborhood. Between 11th Street and 6th Street, Howard Street has a one-way westbound buffered bicycle lane that accommodates approximately 50 people bicycling in the AM peak hour and 300 in the PM peak hour. Approximately 1,000 vehicles travel along the corridor in the PM peak hour.

Folsom Street is an eastbound, three-lane, one-way street in the city's South of Market neighborhood. Between 5th Street and 4th Street, Folsom Street has a one-way eastbound buffered bicycle lane that accommodates approximately 300 people bicycling in the AM peak hour and 50 in the PM peak hour. The 12 Folsom carries approximately 5,500 passengers a day with a frequency of 20 minutes in the AM peak hour. Approximately 1,400 vehicles travel along the corridor in the PM peak hour.

In 2014, the SFMTA completed the Folsom Street Pilot Buffered Bike Lane Project from 11th to 4th Streets. This project removed one lane of travel from Folsom Street to provide space for a buffered bike lane and right-turn pockets. Also in 2014, the SFMTA added striped buffers to an existing bike lane on Howard Street between 6th Street and 11th Street without removing a lane of vehicle traffic. Data collected from these two projects showed that bicycle travel increased on the corridors as a result of the changes, but that vehicles continued to violate the bike lane boundaries by driving through the bike lane to make right-turns or by conducting loading activities from the bike lane. As a result of this evaluation, this near-term project is proposing to upgrade a section of buffered bike lanes on Folsom and Howard Streets to parking protected bike lanes for further study.

The SFMTA is currently in the planning and environmental review phase of the Folsom-Howard Streetscape Project, which is a major redesign of these two corridors aimed at improving pedestrian and bicycle safety and upgrading transit service throughout South of Market. This large-scale, long-term project encompasses Folsom Street from 11th Street to 2nd Street and Howard Streets from 3rd Street to 11th Street and, if approved, is expected to be completed in 2023.

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The parking and traffic modifications presented in this calendar item are a refinement of the original 2014 Folsom Street Pilot Buffered Bike Lane Project, the buffered bike lanes installed on Howard Street in 2014, and extends the 2018 parking protected bike lanes implemented by the SFMTA on Folsom Street between 11th and Falmouth Street (between 6th and 5th Streets). These improvements are intended to allow the SFMTA to continue to collect data that will inform a final design of the long-term Folsom-Howard Streetscape Project. Specifically, the currently proposed pilot project would install a parking-protected bikeway on Howard Street between 11th Street and 6th Street and on Folsom Street between 5th Street to 4th Street, along with pedestrian visibility improvements and transit boarding islands. These pilot improvements will allow the SFMTA to make observations and collect data on key performance metrics. The SFMTA will conduct observations and gather data on the following project elements:

- The design (width, footprint, spacing, etc.) of transit boarding islands that sit between the curbside bike lane and vehicle travel lanes.
- The effectiveness of floating loading and dropoff zones that sit between the curbside bike lane and vehicle travel lanes.
- Right-turn conflicts between bikes traveling in curbside parking lanes and vehicles turning right from Folsom Street to side streets.

Observations of these near-term improvements and their impact on safety for people walking, biking, and driving will be used to make changes as necessary to the final proposal for Howard Street and Folsom Street.

As currently proposed, the temporary Howard Near-Term Improvement Project pilot project would remain in place until April 16, 2020 so as to inform future changes to the street that are being considered as part of the Folsom-Howard Streetscape Project. While the planned Folsom-Howard Streetscape Project (being evaluated as part of the Central SoMA Plan Environmental Impact Report) involves more expansive changes to the street, it shares central elements with the Howard Near-Term Improvement Project: namely a Class IV separated bikeway, pedestrian improvements, and transit improvements. Prior to April 16, 2020, the SFMTA Board of Directors may consider making these temporary changes permanent if the Folsom-Howard Streetscape Project is approved in spring 2019. If the Folsom-Howard Streetscape Project is approved at that time, the proposed temporary changes will likely remain in place until construction of the permanent Folsom-Howard Streetscape Project can begin in 2021. If the Folsom-Howard Streetscape Project is not approved prior to April 2020, the parking and traffic modifications that are part of the project will be removed.

Project Elements

This project is an early implementation of safety needs along the Howard Street and Folsom Street corridors in advance of the planned Folsom-Howard Streetscape Project as described in the SFMTA Capital Improvement Program. The proposed near-term changes will primarily be made with paint and traffic striping to quickly implement a parking protected bikeway roadway configuration. The transit boarding island at 5th and Folsom Streets will be constructed with

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concrete. A future streetscape project will include a build out of the parking protected bikeway configuration with a possible concrete buffered bike lane, concrete boarding islands, potential mid-block traffic signals, sidewalk widening, new roadway striping, and possibly a limited amount of paving.

Project elements, such as the protected bikeway, are informed by the Eastern Neighborhood Transportation Implementation Planning Study (ENTRIPS) and the Central SoMa Plan. ENTRIPS looked at the communities of the Mission District, South of Market, Central Waterfront, Showplace Square, and Potrero Hill and evaluated transportation design improvements that balances pedestrian conditions, the public realm, transit performance, bicycle conditions, vehicle circulation, parking and loading, and deliverability and cost-effectiveness. The Central SoMa Plan is on-going and is focusing and refining these possible improvements to the Central South of Market neighborhood while also recommending land use changes.

Proposed improvements along Howard Street and Folsom Street can generally be described in four categories based on proposed measures:

1. Bike - Parking and traffic modifications along Howard Street between 11th Street and 6th Street and along Folsom Street between 5th Street and 4th Street to establish parking protected bikeways and two-stage left turn areas to reduce conflicts between motor vehicles and bikes.
2. Pedestrian - Parking and traffic modifications along Howard Street between 11th Street and 6th Street and along Folsom Street between 5th Street and 4th Street and along adjoining streets and alleys to establish no parking areas to improve visibility for all road users at intersections.
3. Transit - Parking and traffic modifications along Folsom Street at 5th Street to establish a transit boarding island.
4. Curb Management – Parking and loading modifications along Howard Street between 11th Street and 6th Street and along Folsom Street between 5th Street and 4th Street to accommodate existing loading demand needs and provide additional loading spaces to reduce the frequency of double parking.

Bicycle Safety Improvements

On Howard Street and Folsom Street there are existing buffered bike lanes (Class II) that will be upgraded to a separated bikeway (Class IV). A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and through vehicle traffic. A parking protected bikeway is a type of separated bikeway that uses a parking lane and painted buffer between the vehicle travel lanes and the bikeway so that people on bikes are protected from moving traffic.

The SFMTA proposes installing a parking protected bikeway on westbound Howard Street from 6th Street to 11th Street and on eastbound Folsom Street from 5th Street to 4th Street to accommodate safer and more comfortable bicycle travel along the corridor. A parking protected bikeway is

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proposed in order to improve safety, discourage double parking, and prevent driving in the bikeway.

Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed parking protected bikeways on Howard Street and Folsom Street meet these three conditions. The alternative criteria for the parking protected bikeway design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board of Directors as part of this calendar item. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that parking protected bikeways require the following features:

- A separated bikeway, like a bike lane, is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeway for Howard Street and Folsom Street will conform to these NACTO design guidelines.

The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of

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Public Works to ensure accessibility for all street users. The painted buffer alongside the parking lanes that separates the vehicle travel lane from the bikeway will be clearly marked with cross-hatching and at least 60-inches in width, the recommended buffer width. It was also reviewed by the San Francisco Fire Department.

The project will also install a two-stage left turn bicycle boxes at the intersection of 5th Street and Folsom Street to assist bicyclists making a left turn onto northbound 5th Street from eastbound Folsom Street.

Two-stage left turn bicycle boxes are waiting areas painted in the intersection to help people on bicycles perform a left turn in two movements from the right side lane. They are intended to make an intersection more inviting for people riding bicycles, make bicycle turning movement more predictable, reduce bicycle encroachment into the crosswalk, and signal to drivers that the turn box is a permitted location for bicyclists to wait. As part of the design, staff proposed No Right Turn on Red turn restrictions to prevent conflicts with crossing vehicle traffic.

Pedestrian Safety Improvements

At all street and alley intersection crossings, the project will use daylighting to improve visibility at crosswalks. These no parking areas will include red paint on the curb and could be enhanced with additional delineation to prevent vehicles from parking in these areas and help slow turning movements. The project will upgrade existing crosswalks to high visibility continental crosswalk markings and install advance limit lines at signalized intersection approaches to encourage vehicles from encroaching into the crosswalk.

Transit Safety and Performance Improvements

The 12 Folsom has a bus stop zone at 5th Street (curbside). As part of the conversion for a parking protected bikeway, this transit stop will be upgraded to a transit boarding island. This helps improve transit operations, prevents bicycle and bus conflicts and provides an additional area for people waiting, allowing the sidewalk to be used for pedestrian traffic. The bus stop zone at 5th Street and Folsom Street is far-side under existing conditions and is proposed to remain far-side under the proposed near-term project.

Curb Management

Double parking and parking in the buffered bike lane are frequent occurrences and force people who ride bikes to merge into the vehicle lane when blocked. The proposed parking protected bike lane will reduce the frequency of vehicles stopped in the bike lanes. The project will nearly double the number of yellow commercial loading zones between on Howard Street between 11th and 6th Streets and on Folsom Street between 5th and 4th Streets. Increasing the number of yellow commercial loading zones on these sections of Howard Street and Folsom Street will provide more spaces for commercial vehicles to park and load and reduce the frequency of double parking in the vehicle travel lane.

Proposed Project Parking and Traffic Modifications

- A. ESTABLISH – CLASS IV PROTECTED BIKEWAY - Howard Street, westbound, north side, from 6th Street to 11th Street (Class IV Parking Protected Bikeway); Folsom Street, eastbound, south side, from 5th Street to 4th Street (Class IV Parking Protected Bikeway)
- B. RESCIND – BUS ZONE - Howard Street, north side, from 6th Street to 82 feet westerly; Folsom Street, south side, from 5th Street to 84 feet easterly (Existing far side bus zone replaced by far side transit boarding island)
- C. ESTABLISH – TRANSIT BOARDING ISLAND – TOW-AWAY NO STOPPING ANYTIME - Folsom Street, south side from 5 feet to 75 feet east of 5th Street (5th/Folsom far side boarding island)
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Howard Street, north side, from 11th Street to 200 feet easterly; Howard Street, south side, from 11th Street to 142 feet easterly; Howard Street, north side, from 9th Street to 330 feet easterly; Howard Street, north side, from 7th Street to 228 feet easterly; Folsom Street, south side, from 4th Street to 193 feet westerly
- E. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - Howard Street, north side, from 10th Street to 61 feet westerly; Howard Street, north side, from 10th Street to 40 feet easterly; Howard Street, north side, from Grace Street to 8 feet westerly; Howard Street, north side, from Grace Street to 25 feet easterly; Howard Street, north side, from Washburn Street to 62 feet westerly; Howard Street, north side, from Washburn Street to 23 feet easterly; Howard Street, south side, from Dore Street to 22 feet easterly; Howard Street, south side, from 9th Street to 29 feet easterly; Howard Street, north side, from 8th Street to 30 feet easterly; Howard Street, north side, from 178 feet to 231 feet east of 8th Street; Howard Street, north side, from 7th Street to 10 feet westerly; Howard Street, south side, from Rausch Street to 22 feet easterly; Howard Street, north side, from Russ Street to 67 feet westerly; Howard Street, north side, from Russ Street to 58 feet easterly; Howard Street, north side, from 6th Street to 15 feet westerly
- F. ESTABLISH RED ZONE - Howard Street, north side, from 220 feet to 255 feet east of 11th Street; Howard Street, north side, from 360 feet to 385 feet east of 9th Street; Howard Street, north side, from 63 feet to 164 feet west of 8th Street; Howard Street, north side, from 68 feet to 84 feet east of 8th Street; Howard Street, north side, from 249 feet to 283 feet east of 8th Street; Howard Street, north side, from 321 feet to 355 feet east of 8th Street; Howard Street, north side, from 353 feet to 409 feet west of 7th Street; Howard Street, north side, from 100 feet to 203 feet west of 7th Street; Howard Street, north side, from 112 feet to 153 feet west of Russ Street; Howard Street, north side, from 29 feet to 67 feet west of Russ Street; Howard Street, north side, from 78 feet to 115 feet east of Russ Street; Howard Street, north side, from 114 feet to 192 feet west of 6th Street; Folsom Street, south side, from 70 feet to 145 feet east of 5th Street; Folsom Street, south side, from 311 feet to 381 feet west of 4th Street; Folsom Street, south side, from 233 feet to 271 feet west of 4th Street
- G. ESTABLISH – BLUE ZONE - Howard Street, north side, from 16 feet to 36 feet west

- of 9th Street; Howard Street, north side, from 15 feet to 35 feet west of 6th Street
- H. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 7AM TO 6PM, MONDAY THROUGH SATURDAY - Howard Street, south side, from 3 feet to 26 feet, east of Langton Street
 - I. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 9AM TO 6PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 83 feet to 155 feet west of 10th Street
 - J. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7AM TO 6PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 25 feet to 50 feet east of Grace Street; Howard Street, north side, from 23 feet to 77 feet east of Washburn Street; Howard Street, north side, from 164 feet to 184 feet west of 8th Street; Howard Street, north side, from 37 feet to 63 feet west of 8th Street; Howard Street, south side, from 157 feet to 197 feet west of 8th Street; Howard Street, north side, from 283 feet to 321 feet east of 8th Street; Howard Street, north side, from 355 feet to 376 feet east of 8th Street; Howard Street, north side, from 332 feet to 353 feet west of 7th Street; Howard Street, south side, from 41 feet to 63 feet west of Sumner Street; Howard Street, south side, from 27 feet to 47 feet east of Sumner Street; Howard Street, south side, from 22 feet to 42 feet east of Rausch Street; Howard Street, south side, from 4 feet to 22 feet west of Langton Street; Howard Street, south side, from 59 feet to 77 feet east of Langton Street; Howard Street, north side, from 228 feet to 252 feet east of 7th Street; Howard Street, north side, from 137 feet to 161 feet east of Russ Street; Howard Street, north side, from 182 feet to 202 feet east of Russ Street; Howard Street, south side, from 35 feet to 55 feet east of 7th Street; Howard Street, south side, from 4 feet to 30 feet west of Moss Street; Howard Street, south side, from 11 feet to 33 feet west of Harriet Street; Howard Street, south side, from 5 feet to 25 feet west of 6th Street; Folsom Street, south side, from 145 feet to 165 feet east of 5th Street
 - K. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7AM TO 6PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 10 feet to 40 feet west of 7th Street; Howard Street, north side, from 228 feet to 252 feet east of 7th Street; Howard Street, north side, from 75 feet to 114 feet west of 6th Street
 - L. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7AM TO 11PM, MONDAY THROUGH FRIDAY - Howard Street, south side, from 51 feet to 73 feet east of 9th Street;
 - M. ESTABLISH – METERED GREEN ZONE, 15 MINUTES, 7AM TO 9PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 200 feet to 220 feet east of 11th Street
 - N. ESTABLISH – METERED GREEN ZONE, 30 MINUTES, 7AM TO 9PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 397 feet to 418 feet east of 8th Street; Howard Street, north side, from 58 feet to 78 feet east of Russ Street
 - O. RESCIND – METERED MOTORCYCLE PARKING, 7AM TO 6PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 231 feet to 249 feet east of 8th Street
 - P. ESTABLISH – METERED MOTORCYCLE PARKING, 7AM TO 6PM, MONDAY THROUGH SATURDAY - 11th Street, east side, from 64 feet to 74 feet south of

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Natoma Street; Howard Street, south side, from 142 feet to 163 feet east of 11th Street;
Howard Street, south side, from 270 feet to 290 feet east of 9th Street

- Q. RESCIND – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES - Howard Street, north side, from 95 feet to 117 feet east of Russ Street; Folsom Street, south side, from 154 feet to 194 feet west of 4th Street
- R. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES - Howard Street, north side, from 115 feet to 137 feet east of Russ Street; Folsom Street, south side, from 193 feet to 233 feet west of 4th Street
- S. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES - 5th Street, northbound at Folsom Street (for bicycle two-stage turn box)

STAKEHOLDER ENGAGEMENT

Door-to-Door Outreach

Between June and September, staff performed door-to-door outreach to businesses along Howard Street and Folsom Street to raise awareness of the near-term project. Staff was able to make contact with 40 businesses to inform them of the proposed changes to the street. This portion of outreach also allowed staff to share a loading survey which asked businesses to describe their loading practices and identify any possibilities for curbside management improvement. The feedback received from the surveys was directly incorporated into the placement of the proposed yellow commercial loading zones. During follow-up meetings with businesses along the project corridor, staff shared the proposed design for each block of the project segment so business owners understood the changes to the roadway and parking and loading with the proposed project.

Stakeholder Meetings

Staff conducted targeted stakeholder meetings with community and advocacy groups including, but not limited to WalkSF, San Francisco Bike Coalition, South of Market Community Action Network (SOMCAN), West Bay Pilipino Cultural Center, United Playaz, Building Owners and Managers Association of San Francisco (BOMA SF), and Supervisor Jane Kim's Office.

Informational Open House

Two informational open house sessions were held on August 16th and August 18, 2018 at the Bayanihan Community Center at 6th Street and Mission Street to share information about and designs of the proposed project. Approximately 8,000 community meeting postcards were sent to all addresses within a one block radius of Folsom Street and Howard Street and 80 posters promoting the open houses sessions were posted along the project corridor. Approximately 60 members of the community attended the two open house sessions and represented the local residents, business owners, and employees as well as those who bike through SoMa.

Public Hearing

A public hearing was held on September 14, 2018 to solicit additional feedback from the community. Of the four members of the community who wrote letters or attended the open house in person, three supported establishing protected bikeways and other safety measures on Howard Street and Folsom Street.

San Francisco Fire Department

In the fall of 2017, SFMTA staff proposed parking protected bike lanes on Folsom Street from 11th Street to 4th Street and on Howard Street from 6th Street to 11th Street. However, the section on Folsom Street between 5th and 4th Street and the entire segment of Howard Street included overhead wires which provides power for electric Muni buses. At that time, the San Francisco Fire Department objected to the proposed parking protected bikeways on streets with overhead wires. After conversations with the SFFD, staff revised the boundaries of the fall 2017 proposed project to only Folsom Street from 11th Street to Falmouth Street with the intent of continuing discussions between the SFMTA and the SFFD for the possibility of implementing parking protected bike lanes on streets with overhead wires.

Over the past year, SFMTA staff and the San Francisco Fire Department have met multiple times to discuss parking protected bikeway designs for streets with overhead wires providing power for electric Muni buses. These meetings consisted of walking the project corridors with SFFD staff to identify design modifications to accommodate preferences from the SFFD, reviewing the design multiple times with SFFD representatives, and revising protected bike lane and bike lane buffer widths. Through these discussions and field meetings, the SFFD and SFMTA staff have been able to develop parking protected bikeway designs for streets with overhead wires.

As such, SFFD had no objections to the parking protected bike lane on Howard Street Street between 11th Street and 6th Street and Folsom Street 5th Street and 4th Street at the August 23, 2018 TASC meeting.

ALTERNATIVES CONSIDERED

The Central SoMa Plan Environmental Impact Report (EIR) is a planning and environmental review document that examines land use and transportation changes in SoMa which will be implemented over the next few decades. In order to accommodate increases in residents and employees in SoMa, the Central SoMa Plan EIR recommends improvements to the transportation network to facilitate the movements of goods and people in this area of San Francisco. Two alternatives for the transportation and roadway redesign of Folsom Street and Howard Street will be environmentally cleared by the Central SoMa Plan EIR. The document does not recommend one alternative over the other.

As part of the Folsom-Howard Streetscape Project, SFMTA staff is determining which

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alternative should be implemented based on public input, SFMTA transportation goals and objectives, and financial commitment. This process began in 2016 and is expected to conclude in spring 2019. The project will be designed in 2019 and 2020 with construction occurring between 2021 and 2023.

Both of the alternatives in the Central SoMa Plan EIR include parking protected bike lanes which would reduce double parking and loading in the bike lane and provide a physical separation between moving vehicles and people who ride bicycles. The existing buffered bike lanes on Howard Street and Folsom Street are wide enough to facilitate implementing a parking protected bike lane before the streetscape project begins construction in 2021.

Three project alternatives for the near-term project were considered at various stages of the planning process. At an early stage, providing a parking protected bike lane on Folsom Street from Falmouth Street to 4th Street was proposed. However, SFFD Fire Station #1 is located between Falmouth Street and 5th Street. Staff met with representatives with the fire house to understand their daily operations, vehicle inspections, and vehicle staging. SFFD expressed that a parking protected bike lane along the curb in front of the fire house would complicate the ability perform their daily requirements.

The alternative selected for the near-term project will address double parking or loading in the buffered bicycle lane, elevate the role of transit along Folsom Street, improve pedestrian safety, and address existing curbside management concerns. These improvements will provide bicycle safety improvements on Howard Street and Folsom Street, address the needs of business owners, residents, and the overall transportation system, implement a parking protected bike lane on Howard Street and Folsom Street before the streetscape project completes construction in 2023, and help inform the final streetscape project design.

Not installing any improvements was also considered. However, the Folsom-Howard Streetscape Project will not be completed until 2023 and addressing some of the existing bicycle and pedestrian safety needs on Howard Street between 11th Street and 6th Street and on Folsom Street between 5th Street and 4th Street can be completed on a quicker timeline and support our Vision Zero goal of eliminating traffic deaths in San Francisco.

FUNDING IMPACT

The Howard Near-Term Improvement Project will provide parking protected bike lanes, transit improvements, pedestrian safety measures, and parking and loading changes on a faster timeline than the larger Folsom-Howard Streetscape Project. The near-term project will help inform the final design of the streetscape project while providing safety improvements quicker. The near-term project was added to San Francisco Municipal Transportation Agency's 2017-2021 Capital Improvement Program in February 2017, and is a near-term project of the Folsom-Howard Streetscape Project.

Funding for the near-term project is fully funded by Eastern Neighborhood development impact

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fee revenues. The project will have a total estimated project cost of \$475,000. Cost per phase is as follows:

- Planning/Design – Expected completion in fall 2018 (\$75,000)
- Construction – Expected completion for Howard Street in fall 2018 and Folsom Street in spring 2019 (\$400,000)

ENVIRONMENTAL REVIEW

The proposed Howard Near-Term Improvement Project, an 18-month Pilot Program, is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for basic data collection, research, experimental management, and resource evaluation activities as defined in Title 14 of the California Code of Regulations Section 15306.

On September 12, 2018, the Planning Department determined (Case Number 2018-012198ENV) that the proposed Howard Near-Term Improvement Project, an 18-month Pilot Program, is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15306. The Planning Department’s determination (Case Number 2018-012198ENV) is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this item. No other approvals are required.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve a parking protected bikeway and parking and traffic modifications on Howard Street between 11th Street and 6th Street and Folsom Street between 5th Street and 4th Street until April 16, 2020, as set forth in Items A-S above until April 16, 2020, to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor and increasing transit performance as part of the Howard Near-Term Improvement Project pilot.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on Howard Street and Folsom Street; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritized non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of a parking protected bikeway and parking and traffic modifications along Howard Street between 11th Street and 6th Street and Folsom Street between 5th Street and 4th Street corridors until April 16, 2020 as follows:

- A. ESTABLISH – CLASS IV PROTECTED BIKEWAY - Howard Street, westbound, north side, from 6th Street to 11th Street (Class IV Parking Protected Bikeway); Folsom Street, eastbound, south side, from 5th Street to 4th Street (Class IV Parking Protected Bikeway)
- B. RESCIND – BUS ZONE - Howard Street, north side, from 6th Street to 82 feet westerly; Folsom Street, south side, from 5th Street to 84 feet easterly (Existing far side bus zone replaced by far side transit boarding island)
- C. ESTABLISH – TRANSIT BOARDING ISLAND – TOW-AWAY NO STOPPING ANYTIME - Folsom Street, south side from 5 feet to 75 feet east of 5th Street (5th/Folsom far side boarding island)
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Howard Street, north side, from 11th Street to 200 feet easterly; Howard Street, south side, from 11th Street to 142 feet easterly; Howard Street, north side, from 9th Street to 330 feet easterly; Howard Street, north side, from 7th Street to 228 feet easterly; Folsom Street, south side, from 4th Street to 193 feet westerly
- E. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - Howard Street, north side, from 10th Street to 61 feet westerly; Howard Street, north side, from 10th Street to 40 feet easterly; Howard Street, north side, from Grace Street to 8 feet westerly; Howard Street, north side, from Grace Street to 25 feet easterly; Howard Street, north side, from Washburn Street to 62 feet westerly; Howard Street, north side, from Washburn Street to 23 feet easterly; Howard Street, south side, from Dore Street to 22 feet easterly; Howard Street, south side, from 9th Street to 29 feet easterly; Howard Street, north side, from 8th Street to 30 feet easterly; Howard Street, north side, from 178 feet to 231 feet east of 8th Street; Howard Street, north side, from 7th Street to 10 feet westerly; Howard Street, south side, from Rausch Street to 22 feet easterly; Howard Street, north side, from Russ

Street to 67 feet westerly; Howard Street, north side, from Russ Street to 58 feet easterly; Howard Street, north side, from 6th Street to 15 feet westerly

- F. ESTABLISH RED ZONE - Howard Street, north side, from 220 feet to 255 feet east of 11th Street; Howard Street, north side, from 360 feet to 385 feet east of 9th Street; Howard Street, north side, from 63 feet to 164 feet west of 8th Street; Howard Street, north side, from 68 feet to 84 feet east of 8th Street; Howard Street, north side, from 249 feet to 283 feet east of 8th Street; Howard Street, north side, from 321 feet to 355 feet east of 8th Street; Howard Street, north side, from 353 feet to 409 feet west of 7th Street; Howard Street, north side, from 100 feet to 203 feet west of 7th Street; Howard Street, north side, from 112 feet to 153 feet west of Russ Street; Howard Street, north side, from 29 feet to 67 feet west of Russ Street; Howard Street, north side, from 78 feet to 115 feet east of Russ Street; Howard Street, north side, from 114 feet to 192 feet west of 6th Street; Folsom Street, south side, from 70 feet to 145 feet east of 5th Street; Folsom Street, south side, from 311 feet to 381 feet west of 4th Street; Folsom Street, south side, from 233 feet to 271 feet west of 4th Street
- G. ESTABLISH – BLUE ZONE - Howard Street, north side, from 16 feet to 36 feet west of 9th Street; Howard Street, north side, from 15 feet to 35 feet west of 6th Street
- H. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 7AM TO 6PM, MONDAY THROUGH SATURDAY - Howard Street, south side, from 3 feet to 26 feet, east of Langton Street
- I. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 9AM TO 6PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 83 feet to 155 feet west of 10th Street
- J. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7AM TO 6PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 25 feet to 50 feet east of Grace Street; Howard Street, north side, from 23 feet to 77 feet east of Washburn Street; Howard Street, north side, from 164 feet to 184 feet west of 8th Street; Howard Street, north side, from 37 feet to 63 feet west of 8th Street; Howard Street, south side, from 157 feet to 197 feet west of 8th Street; Howard Street, north side, from 283 feet to 321 feet east of 8th Street; Howard Street, north side, from 355 feet to 376 feet east of 8th Street; Howard Street, north side, from 332 feet to 353 feet west of 7th Street; Howard Street, south side, from 41 feet to 63 feet west of Sumner Street; Howard Street, south side, from 27 feet to 47 feet east of Sumner Street; Howard Street, south side, from 22 feet to 42 feet east of Rausch Street; Howard Street, south side, from 4 feet to 22 feet west of Langton Street; Howard Street, south side, from 59 feet to 77 feet east of Langton Street; Howard Street, north side, from 228 feet to 252 feet east of 7th Street; Howard Street, north side, from 137 feet to 161 feet east of Russ Street; Howard Street, north side, from 182 feet to 202 feet east of Russ Street; Howard Street, south side, from 35 feet to 55 feet east of 7th Street; Howard Street, south side, from 4 feet to 30 feet west of Moss Street; Howard Street, south side, from 11 feet to 33 feet west of Harriet Street; Howard Street, south side, from 5 feet to 25 feet west of 6th Street; Folsom Street, south side, from 145 feet to 165 feet east of 5th Street
- K. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7AM TO 6PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from

- 10 feet to 40 feet west of 7th Street; Howard Street, north side, from 228 feet to 252 feet east of 7th Street; Howard Street, north side, from 75 feet to 114 feet west of 6th Street
- L. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7AM TO 11PM, MONDAY THROUGH FRIDAY - Howard Street, south side, from 51 feet to 73 feet east of 9th Street
 - M. ESTABLISH – METERED GREEN ZONE, 15 MINUTES, 7AM TO 9PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 200 feet to 220 feet east of 11th Street
 - N. ESTABLISH – METERED GREEN ZONE, 30 MINUTES, 7AM TO 9PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 397 feet to 418 feet east of 8th Street; Howard Street, north side, from 58 feet to 78 feet east of Russ Street
 - O. RESCIND – METERED MOTORCYCLE PARKING, 7AM TO 6PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 231 feet to 249 feet east of 8th Street
 - P. ESTABLISH – METERED MOTORCYCLE PARKING, 7AM TO 6PM, MONDAY THROUGH SATURDAY - 11th Street, east side, from 64 feet to 74 feet south of Natoma Street; Howard Street, south side, from 142 feet to 163 feet east of 11th Street; Howard Street, south side, from 270 feet to 290 feet east of 9th Street
 - Q. RESCIND – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES - Howard Street, north side, from 95 feet to 117 feet east of Russ Street; Folsom Street, south side, from 154 feet to 194 feet west of 4th Street
 - R. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES - Howard Street, north side, from 115 feet to 137 feet east of Russ Street; Folsom Street, south side, from 193 feet to 233 feet west of 4th Street
 - S. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES - 5th Street, northbound at Folsom Street (for bicycle two-stage turn box); and,

WHEREAS, The proposed Howard Near-Term Improvement Project, an 18-month Pilot Program, is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for basic data collection, research, experimental management, and resource evaluation activities as defined in Title 14 of the California Code of Regulations Section 15306; and,

WHEREAS, On September 12, 2018, the Planning Department determined that the proposed Howard Near-Term Improvement Project, an 18-month Pilot Program, is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15306; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; 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 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

PAGE 17.

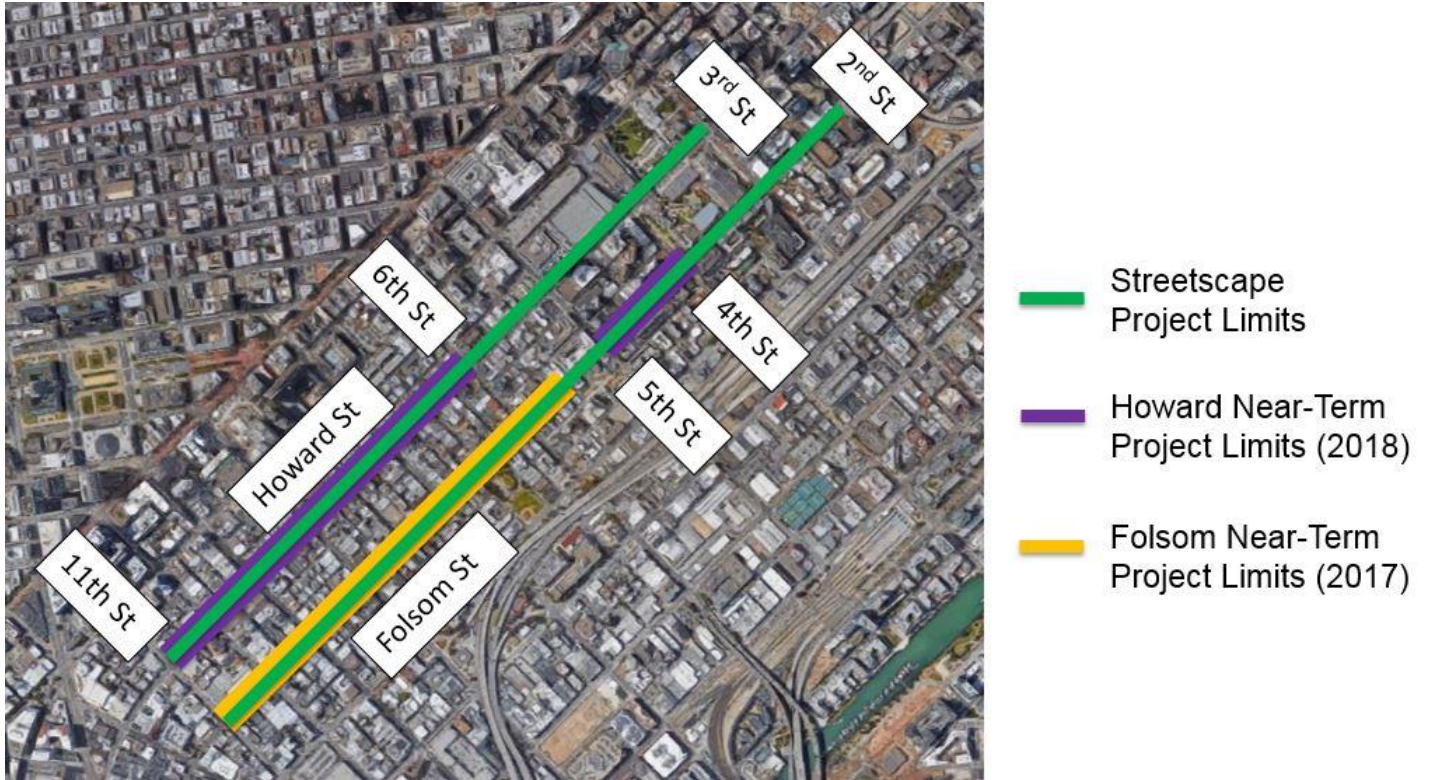
WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves a parking protected bikeway and parking and traffic modifications, as set forth in items A through S above, along Howard Street between 11th Street and 6th Street and along Folsom Street between 5th Street and 4th Street until April 16, 2020.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 16, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2 – Howard Near-Term Improvement Project Area Map



Enclosure 3 – Howard Near-Term Improvement Project Cross-Section Graphics

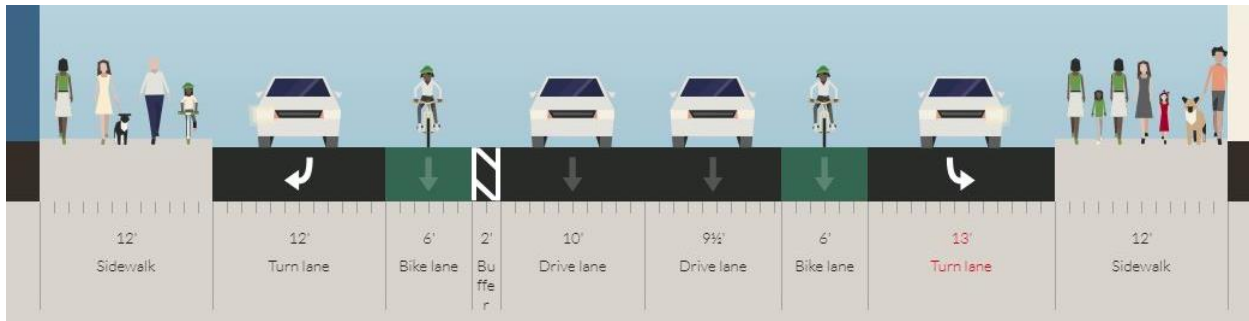


Figure 1: Howard Street section view between 11th Street and 10th Street, approaching 11th Street, looking east

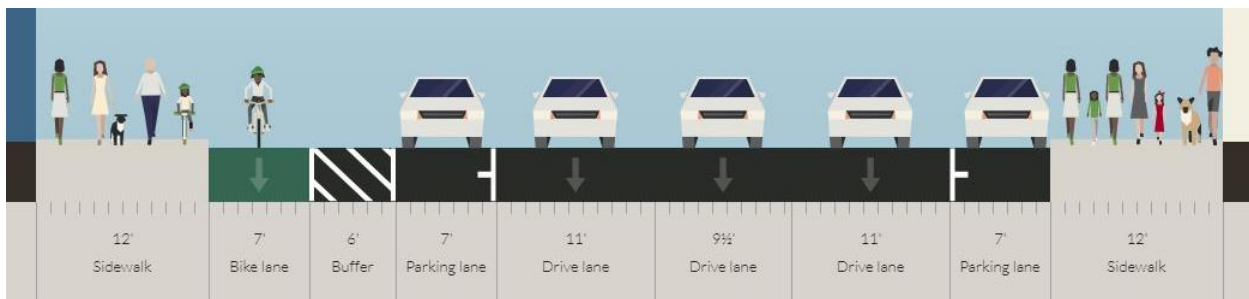


Figure 2: Howard Street typical section view between 10th Street and 6th Street, midblock, looking east

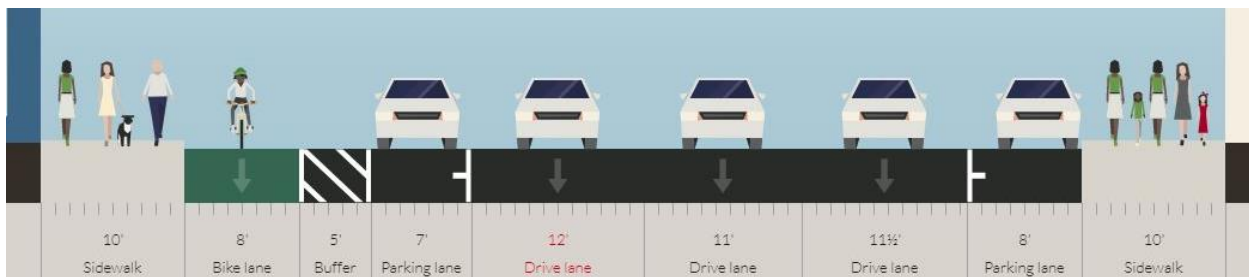


Figure 3: Folsom Street section view between 5th Street and 4th Street, midblock, looking west

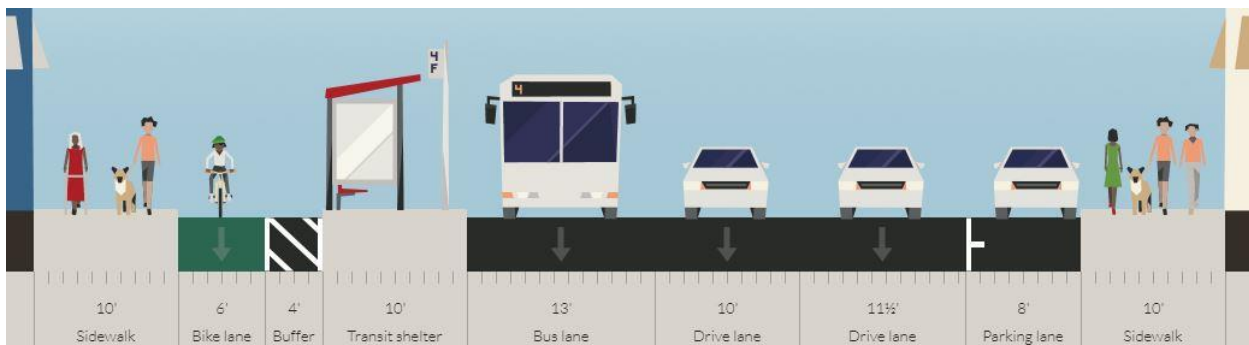


Figure 4: Folsom Street section view between 5th Street and 4th Street with bus stop looking west

Enclosure 4 – Howard Near-Term Improvement Project Typical Block Graphics

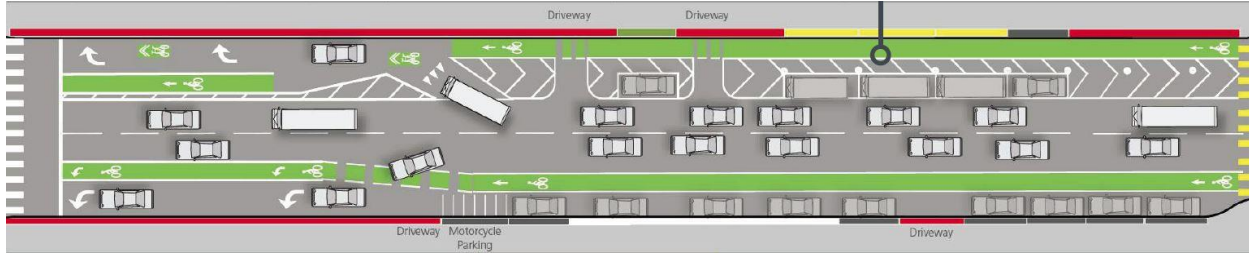


Figure 1: Howard Street between 11th Street and 10th Street

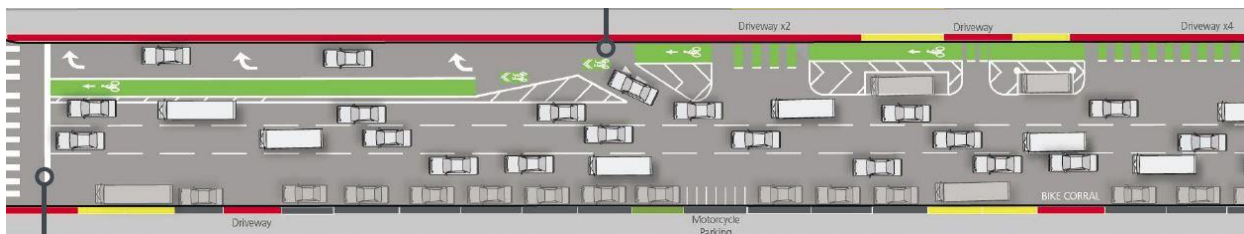


Figure 2: Howard Street, typical, between 10th Street and 6th Street

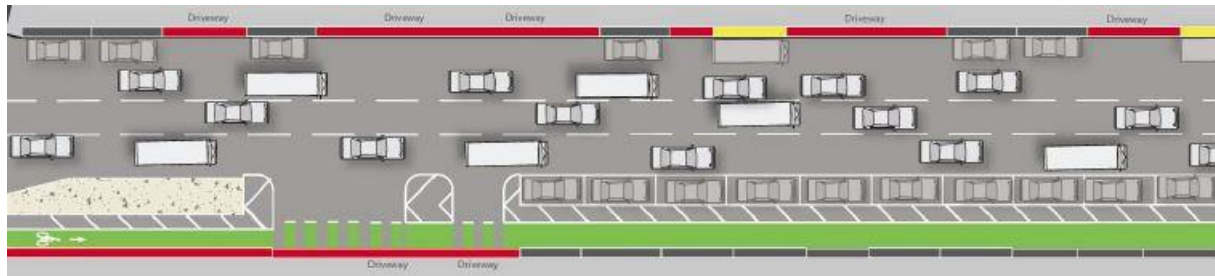


Figure 3: Folsom Street between 5th Street and 4th Street