

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving various parking and traffic modifications along Folsom Street between Hawthorne Street and the Embarcadero that are included in the Folsom Streetscape Project.

**SUMMARY:**

- The proposed changes, including parking and traffic modifications on Folsom Street and on intersecting streets, will promote the City's Vision Zero program by improving safety, especially for people walking and biking.
- The proposed changes include numerous pedestrian, transit and bicycle enhancements, including wider sidewalks, corner bulbouts with rain gardens, protected bikeways, transit boarding islands, and conversion of the street to two-way operation.
- The project is sponsored by the San Francisco Office of Community Investment and Infrastructure (OCII, formerly known as the San Francisco Redevelopment Agency) and is being managed by San Francisco Public Works. This streetscape project is a component of the Transbay Redevelopment Project Area, which was authorized after the Embarcadero Freeway was removed.
- OCII has performed ongoing public outreach for this project since the plan area was formed in 2005, through both its Transbay Citizens Advisory Committee and multiple public meetings.
- Environmental review of the project was conducted through the 2012 Transit Center District Plan (TCDP) EIR and an addendum published in 2015.

**ENCLOSURES:**

1. SFMTAB Resolution
2. TCDP FEIR Volume 1 [http://sfmea.sfplanning.org/2007.0558E\\_FEIR1.pdf](http://sfmea.sfplanning.org/2007.0558E_FEIR1.pdf)
3. TCDP FEIR Volume 2 [http://sfmea.sfplanning.org/2007.0558E\\_FEIR2.pdf](http://sfmea.sfplanning.org/2007.0558E_FEIR2.pdf)
4. TCDP FEIR Volume 3 [http://sfmea.sfplanning.org/2007.0558E\\_FEIR3.pdf](http://sfmea.sfplanning.org/2007.0558E_FEIR3.pdf)
5. Addendum <http://sfmea.sfplanning.org/2007.0885E%20and%202008.0789E.pdf>
6. Mitigation Monitoring and Reporting Program  
[http://sfmea.sfplanning.org/2007.0558E\\_MMRP.pdf](http://sfmea.sfplanning.org/2007.0558E_MMRP.pdf)

**APPROVALS:**

**DATE**

DIRECTOR  8/30/16

SECRETARY  8/30/16

**ASSIGNED SFMTAB CALENDAR DATE:** September 6, 2016

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### **PURPOSE**

Approving various parking and traffic modifications along Folsom Street between Hawthorne Street and the Embarcadero that are included in the Folsom Streetscape Project

### **GOAL**

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

- Goal 1: Create a safer transportation experience for everyone
  - Objective 1.3: Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
  - Objective 2.2: Improve transit performance.
  - Objective 2.3: Increase use of all non-private auto modes.
- Goal 3: Improve the environment and quality of life in San Francisco
  - Objective 3.2 Increase the transportation system's positive impact to the economy.

### **DESCRIPTION**

To improve pedestrian, transit and bicycle safety and operations, and to serve the growing Transbay and Rincon Hill neighborhoods, the Folsom Streetscape Project proposes the reconfiguration of Folsom Street from Hawthorne Street to the Embarcadero. This project is being led by the San Francisco Office of Community Investment and Infrastructure (OCII, formerly known as the San Francisco Redevelopment Agency) and is being managed by San Francisco Public Works. SFMTA has led the transportation components of the project. The Folsom Streetscape Project is a key component of OCII's Transbay Redevelopment Area (adopted in 2005) and the Planning Department's Transit Center District Plan (adopted in 2012).

The project site is rapidly transitioning into a neighborhood of residential towers with ground floor retail. A high volume of trips across all modes is projected circulate along Folsom Street, especially pedestrians and bicycles. In order to support this new community, the Folsom Streetscape Project aims to transform this segment of Folsom Street into both a sustainable multimodal corridor and a destination unto itself.

Folsom Street between Second Street and Spear Street would be reconstructed with wider sidewalks, including a 15' south sidewalk and 25' north sidewalk. At intersections, there would be corner bulbouts to minimize pedestrian crossing distances, and also exclusive pedestrian signal phases to reduce conflicts with vehicles; both of these treatments would enhance pedestrian safety. The conversion of the street to two-way operation would calm traffic while enhancing local circulation.

In addition, there would be protected bike lanes installed in both directions from Second Street to the Embarcadero. At intersections, there would be exclusive bicycle signal phases, to reduce conflicts with vehicles.

Muni transit service is planned for restoration along Folsom Street in the future. In preparation, the Folsom Streetscape Project includes new transit boarding islands (with shelters) that will reduce conflicts between bicycles and transit.

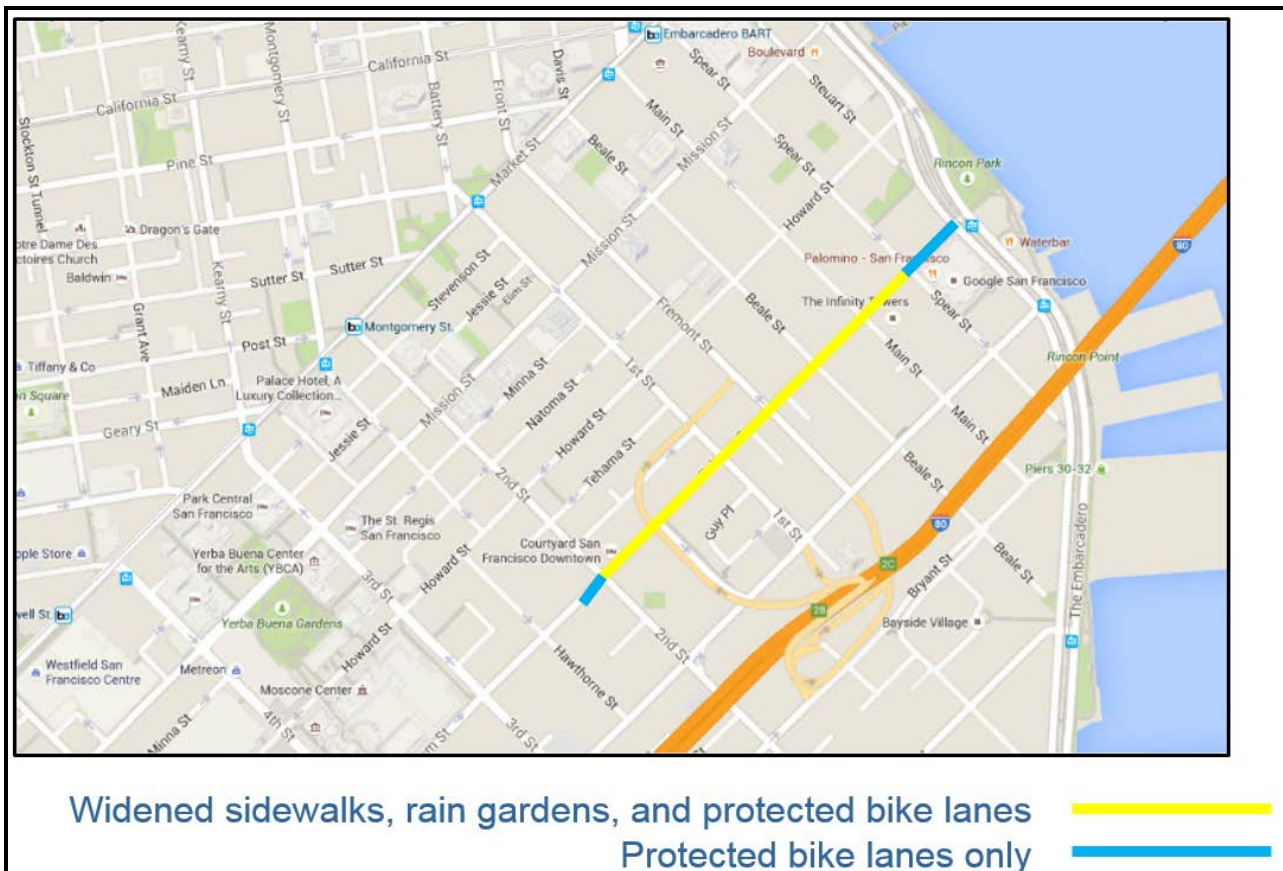


Figure 1: Project Extents and Elements

In addition to the Folsom Streetscape Project, OCII’s Transbay Redevelopment Area includes high-rise commercial, retail and residential development (including 35% affordable dwelling units) across six blocks along the north side of Folsom Street; as of 2016, one tower development has been built, two are under construction, and one is commencing construction. Also, two towers were recently constructed along the south side of Folsom Street. Overall, Folsom Street is rapidly becoming a high-density residential district with ground-floor retail; the streetscape project would enable this bustling corridor to be oriented towards pedestrians, bicycles, transit and local circulation.

Major components of the streetscape project include:

- Eastbound and westbound protected bike lanes would be installed adjacent to the sidewalk; on-street loading and parking would occur between the bike lane and the travel lane, protecting bicyclists from moving traffic (this design is also known as a parking-protected cycle track). Space has been reserved for new bike share stations. At intersections, dedicated pedestrian and bicycle traffic signal phases would separate these modes from traffic movements to enhance safety.
- Eastbound and westbound transit boarding islands would be installed to serve the planned restoration of Muni bus service. On-street passenger and commercial loading zones would be installed to provide space for loading activities, reducing the prevalence of double-parking. Two-way traffic operation would improve local circulation.

San Francisco Public Works (Public Works) is the project lead for the construction of traffic and parking changes which will also include widening of the south sidewalk of Folsom Street from 10 to 15 feet. Wrap-around corner bulbs would be installed at most corners, including rain gardens with bench seating and Americans with Disabilities Act (ADA)-compliant curb ramps. The north sidewalk would remain at 10 feet wide, but the new tower projects along the north sidewalk have mandated setbacks of 15 feet, resulting in a north sidewalk that is 25 feet wide. The project also includes new pedestrian-scale lighting, planting street trees and other landscaping, resurfacing the street, and replacing sewer infrastructure.

Implementation of the streetscape project will be completed when the Transbay Transit Center (TTC), currently under construction, is opened to the public in early 2018. When the TTC opens, AC Transit buses will access it via new elevated bus ramps, and will no longer need to travel along Folsom Street, enabling implementation of the proposed streetscape project.

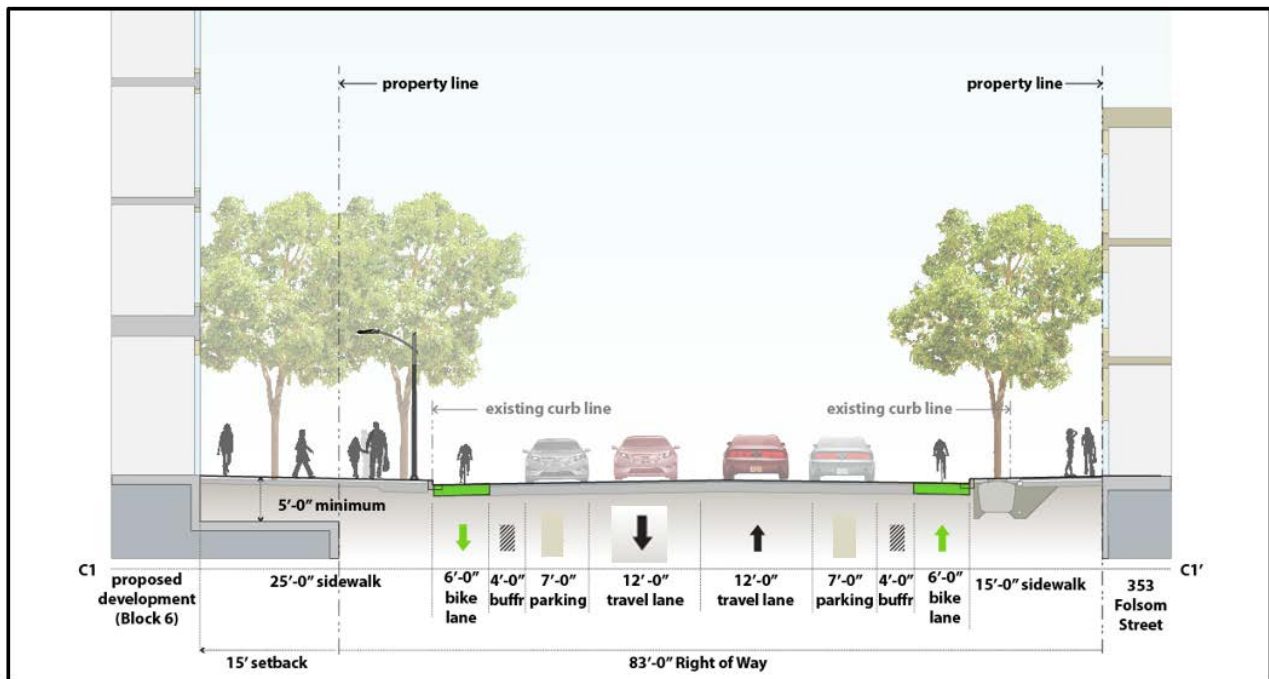


Figure 2: Typical Cross Section

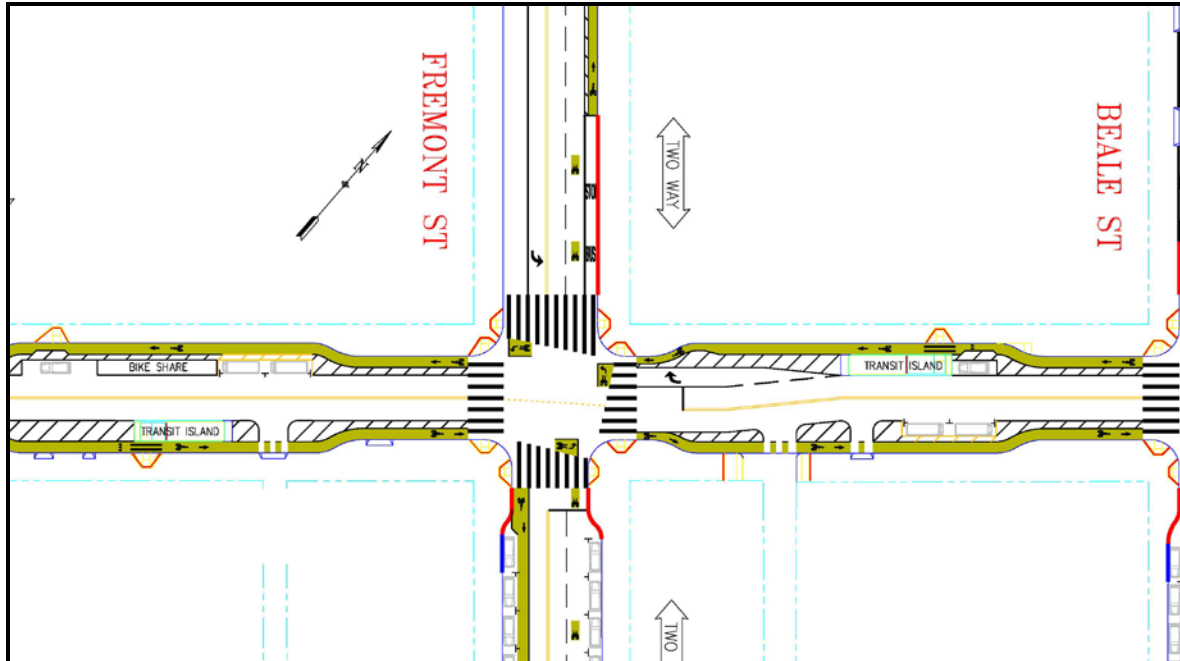


Figure 3: Typical Intersection Design

### State Law and Design Guidance Regarding Cycletracks

Protected bikeways, or “cycletracks” are authorized under California state law (see, 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;
2. The alternative criteria are adopted by resolution at a public meeting after public comment and proper notice; and
3. The alternative criteria adheres to the guidelines established by a national association of public agency transportation officials.

The cycletracks proposed as part of the Folsom Streetscape Project would meet these three conditions. The alternative criteria for the cycletrack 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 resolution. Lastly, the project’s alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO). The NACTO guidelines state that cycletracks require the following features:

- Bicycle lane word, symbol, and /or arrow markings shall be placed at the beginning of a cycletrack and at periodic intervals along the facility based on engineering judgment.
- A cycletrack shall be protected from the adjacent motor vehicle travel lane. Protection strategies may include a parking/loading lane.

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- 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.

The cycletracks for the Folsom Streetscape Project will conform to these NACTO design guidelines.

### **Parking and Traffic Modifications**

The Folsom Streetscape Project requires parking and traffic modifications along Folsom Street, and on intersecting streets near Folsom Street. Specifically, the SFMTA proposes the following:

- A. ESTABLISH – TWO-WAY STREET – Folsom Street between Essex Street and 2<sup>nd</sup> Street (currently one-way eastbound); Spear Street between Howard Street and Harrison Street (currently one-way southbound).
- B. RESCIND – TOW AWAY NO STOPPING ANYTIME – Folsom Street, north side, between Main Street and 1st Street (establishes 5 general metered parking spaces, 2 yellow metered truck loading zones, and 2 white passenger loading zones); Beale Street, east side, between Howard Street and Folsom Street (establishes 21 general metered parking spaces); Main Street, west side, between Howard Street and Folsom Street (establishes 25 general metered parking spaces).
- C. ESTABLISH – TRANSIT BOARDING ISLAND – Folsom Street, north side (eastbound), from 15' to 95' west of 2nd Street; Folsom Street, south side (eastbound), from 95' to 147' east of First Street; Folsom Street, north side (westbound), from 104' to 163' west of Beale Street.
- D. ESTABLISH – CLASS IV PROTECTED BIKEWAY – Folsom Street, eastbound, from 94' west of 2nd Street to the Embarcadero; Folsom Street, westbound, from the Embarcadero to Essex Street.
- E. ESTABLISH – CORNER BULB OUT, TOW AWAY NO STOPPING ANYTIME – Folsom Street, north side, from 1st Street to 36' easterly (7' widening); Folsom Street, north side, from Fremont Street to 86' westerly (7' widening); Folsom Street, north side, from Fremont Street to 36' easterly (7' widening); Folsom Street, north side, from Beale Street to 81' westerly (7' widening); Folsom Street, north side, from Main Street to 36' easterly (7' widening); Folsom Street, north side, from Spear Street to 78' westerly (7' widening); Folsom Street, south side, from 1st Street to 36' easterly (7' widening); Folsom Street, south side, from Fremont Street to 86' westerly (7' widening); Folsom Street, south side, from Fremont Street to 36' easterly (7' widening); Folsom Street, south side, from Beale Street to 81' westerly (7' widening); Folsom Street, south side, from Beale Street to 36' easterly (7' widening); Folsom Street, south side, from Main Street to 74' westerly (7' widening); Folsom Street, south side, from Main Street to 63' easterly (5.5' widening of existing 6' wide bulb); Folsom Street, south side, from Spear Street to 81' westerly (11.5' widening); 1st Street, west side, from Folsom Street to 35' northerly (10.5' widening); 1st Street, west side, from Folsom Street to 32' southerly (10' widening); 1st Street, east side, from Folsom Street to 35' northerly (10' widening); Fremont Street, west side, from Folsom Street to 28' southerly (5' widening); Fremont Street, east side, from Folsom Street to 31' southerly (7' widening); Beale Street, west side, from Folsom Street to 34' southerly (6' widening); Main Street, east side, from Folsom Street to 39' northerly (6' widening).
- F. ESTABLISH – SIDEWALK BULB OUT, TOW AWAY NO STOPPING ANYTIME – Beale Street, east side, from 244' south of Folsom Street to 282' southerly; Main Street, west side, from 244' south of Folsom Street to 282' southerly.

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- G. ESTABLISH – CROSSWALK – Essex Street, west side, crossing Folsom Street.
- H. RESCIND – CLASS II BIKE LANE – Folsom Street, eastbound, from 94’ east of 2nd Street to the Embarcadero
- I. ESTABLISH – CLASS II BIKE LANE – Fremont Street, southbound, from Folsom Street to Harrison Street; Fremont Street, northbound, from Folsom Street to Howard Street; Beale Street, southbound (east side), from Howard Street to Folsom Street; Main Street, northbound (west side), from Folsom Street to Howard Street.
- J. RESCIND – CLASS III BIKE ROUTE – Fremont Street, southbound, from Folsom Street to Harrison Street; Fremont Street, northbound, from Folsom Street to Howard Street.
- K. ESTABLISH – CLASS III BIKE ROUTE – Folsom Street, westbound, from Essex Street to 2nd Street; Fremont Street, northbound, from Harrison Street to Folsom Street.
- L. ESTABLISH – TRANSIT BULB – Spear Street, west side, from 78’ to 155’ north of Folsom Street.
- M. RESCIND – TRANSIT ISLAND – Folsom Street, north side (eastbound), from 2nd Street to 90’ easterly.
- N. RESCIND – TRANSIT STOP – Beale Street, west side, from Folsom Street to 93’ northerly.
- O. ESTABLISH – TRANSIT STOP – Fremont Street, east side, from Folsom Street to 110’ northerly; Main Street, east side, from 109’ to 173’ north of Folsom Street.
- P. ESTABLISH – MIDBLOCK CROSSWALK – Folsom Street, south side, from 93’ to 113’ east of 1st Street (establishes marked crosswalk between sidewalk and eastbound transit boarding island); Folsom Street, north side, from 102’ to 122’ west of Beale Street (establishes marked crosswalk between sidewalk and westbound transit boarding island).
- Q. ESTABLISH – ONE-WAY STREET – Beale Street, southbound, between Folsom Street and Clementina Street (currently two-way with northbound transit lane).
- R. RESCIND – LEFT TURN ONLY – Folsom Street, westbound, at Essex Street.
- S. RESCIND – NO LEFT TURN EXCEPT BUSES AND TAXIS – Fremont Street, northbound, at Folsom Street.
- T. RESCIND – RIGHT TURN ONLY EXCEPT BUSES AND TAXIS – Folsom Street, westbound, at Fremont Street.
- U. RESCIND – NO RIGHT TURN EXCEPT TAXIS – 1st Street, southbound, at Folsom Street.
- V. RESCIND – NO RIGHT TURN EXCEPT BUSES AND TAXIS – Fremont Street, southbound, at Folsom Street.
- W. RESCIND – LEFT LANE MUST TURN LEFT – Folsom Street, eastbound, at Fremont Street; Folsom Street, eastbound, at Beale Street; Folsom Street, eastbound, at Main Street; Spear Street, southbound, at Harrison Street.
- X. ESTABLISH – LEFT LANE MUST TURN LEFT – Spear Street, northbound, at Howard Street; Spear Street, southbound, at Howard Street.
- Y. ESTABLISH – LEFT LANE MUST TURN LEFT EXCEPT TRANSIT – Folsom Street, eastbound, at 2nd Street.
- Z. ESTABLISH – NO LEFT TURN EXCEPT BICYCLES – Folsom Street, westbound, at 2nd Street; Folsom Street, westbound, at 1st Street; Folsom Street, westbound, at Fremont Street; Folsom Street, westbound, at Beale Street; Folsom Street, westbound, at Main Street; Folsom Street, westbound, at Spear Street; Folsom Street, eastbound, at Spear Street.
- AA. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND BICYCLES – Folsom Street, westbound, at Essex Street.
- BB. ESTABLISH – RIGHT TURN ONLY EXCEPT BICYCLES – Folsom Street, westbound, at 2nd Street; Beale Street, northbound, at Folsom Street.
- CC. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Folsom Street, eastbound, at 2nd Street; Folsom Street, westbound, at Fremont Street; Folsom Street, westbound, at Main Street;

Spear Street, northbound, at Howard Street.

- DD. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES – Folsom Street, eastbound, at 2nd Street; Folsom Street, eastbound, at 1st Street; Folsom Street, eastbound, at Fremont Street; Folsom Street, eastbound, at Beale Street; Folsom Street, eastbound, at Main Street; Folsom Street, eastbound, at Spear Street; Folsom Street, eastbound, at the Embarcadero; Folsom Street, westbound, at Spear Street; Folsom Street, westbound, at Main Street; Folsom Street, westbound, at Fremont Street; Folsom Street, westbound, at 2nd Street; 1st Street, southbound, at Folsom Street; Fremont Street, northbound, at Folsom Street; Fremont Street, southbound, at Folsom Street; Beale Street, northbound, at Folsom Street; Beale Street, southbound, at Folsom Street; Main Street, northbound, at Folsom Street; Spear Street, northbound, at Folsom Street; Spear Street, southbound, at Folsom Street.
- EE. RESCIND – PERPENDICULAR PARKING; ESTABLISH – PARALLEL PARKING – Beale Street, east side, between Folsom Street and Harrison Street.
- FF. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Folsom Street, north side, from 2nd Street to 175' westerly; Folsom Street, north side, from 2nd Street to 1st Street; Folsom Street, north side, from 36' east of Fremont Street to 75' easterly; Folsom Street, north side, from Beale Street to 54' easterly; Folsom Street, north side, from 36' east of Main Street to 87' easterly; Folsom Street, north side, from Spear Street to 31' easterly; Folsom Street, north side, from the Embarcadero to 39' westerly; Folsom Street, south side, from 2nd Street to 142' westerly; Folsom Street, south side, from 154' east of Essex Street to 45' easterly; Folsom Street, south side, from 1st Street to 146' westerly; Folsom Street, south side, from 36' east of 1st Street to 59' easterly; Folsom Street, south side, from 86' west of Fremont Street to 44' westerly; Folsom Street, south side, from 36' east of Fremont Street to 109' easterly; Folsom Street, south side, from the Embarcadero to 103' westerly; 2nd Street, east side, from Folsom Street to 34' northerly; 1st Street, east side, from Clementina Street to 41' southerly; Beale Street, west side, from Folsom Street to 43' northerly; Beale Street, east side, from Folsom Street to 39' northerly; Beale Street, east side, from Folsom Street to 37' southerly; Main Street, west side, from Folsom Street to 45' southerly; Main Street, west side, from Harrison Street to 50' northerly; Main Street, east side, from Folsom Street to 35' southerly; Spear Street, west side, from Folsom Street to 45' northerly; Spear Street, east side, from Folsom Street to 28' northerly; Spear Street, east side, from Folsom Street to 44' southerly.
- GG. ESTABLISH – TOW AWAY NO STOPPING, 2 PM TO 8 PM, MONDAY THROUGH FRIDAY – Main Street, west side, from 50' north of Harrison Street to 210' northerly
- HH. ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Folsom Street, north side, from 35' to 75' east of 1st Street; Folsom Street, north side, from 80' to 104' west of Beale Street; Folsom Street, north side, from 118' to 151' west of Spear Street; Folsom Street, south side, from 12' to 43' east of Essex Street; Folsom Street, south side, from 36' to 84' east of Beale Street; Folsom Street, south side, from 87' to 128' east of Main Street; First Street, west side, from 36' to 79' north of Folsom Street; First Street, east side, from 31' to 94' north of Folsom Street; Beale Street, west side, from 43' to 93' north of Folsom Street; Beale Street, west side, from 114' to 154' north of Folsom Street; Beale Street, east side, from 196' to 236' south of Folsom Street; Main Street, west side, from 196' to 236' south of Folsom Street; Main Street, east side, from 38' to 88' north of Folsom Street; Spear Street, west side, from 44' to 77' north of Folsom Street.
- II. ESTABLISH – YELLOW METERED LOADING, 6 AM TO 10 PM, DAILY – Folsom Street, north side, from 215' to 235' west of 2nd Street; Folsom Street, north side, from 85' to 135' west of Fremont Street; Folsom Street, north side, from 77' to 117' west of Spear Street; Folsom Street, south side, from 43' to 68' east of Essex Street; Folsom Street, south side, from 146' to 196' west of 1st Street; Folsom Street, south side, from 80' to 130' west of Beale



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Street; Folsom Street, south side, from 77’ to 127’ west of Main Street; Folsom Street, south side, from 102’ to 147’ west of Spear Street; Folsom Street, south side, from 103’ to 148’ west of the Embarcadero.

JJ. ESTABLISH – BLUE ZONE – Folsom Street, north side, from 38’ to 56’ west of the Embarcadero; Folsom Street, south side, from 61’ to 82’ east of Essex Street; Fremont Street, west side, from 28’ to 48’ south of Folsom Street; Beale Street, west side, from 33’ to 53’ south of Folsom Street; Main Street, west side, from 45’ to 65’ south of Folsom Street.

KK. ESTABLISH – MOTORCYCLE PARKING ONLY – Folsom Street, south side, from 190’ to 208’ west of 2nd Street (5 spaces); 1st Street, west side, from 33’ to 89’ south of Folsom Street (16 spaces); Spear Street, east side, from 28’ to 45’ north of Folsom Street (5 spaces).

**ALTERNATIVES CONSIDERED**

The original proposal for Folsom Street, as developed in the 2012 Transit Center District Plan, provided for: two lanes of traffic in each direction; an eastbound unprotected bike lane; and no transit facilities.

However, subsequent to 2012, it was determined that this design would not provide adequate protection for people bicycling. Also after 2012, SFMTA developed plans to re-introduce transit service along Folsom Street, but the streetscape design did not provide transit stop facilities. Additionally, due to the corner bulbouts, at intersections the travel lane would have been adjacent to or very near the curb; this would have precluded right-turn movements for trucks and buses. Lastly, concerns were raised that the creation of new westbound-left turn access, from Folsom Street onto Fremont Street and First Street, would result in Bay Bridge-bound vehicles queuing along Folsom Street.

Therefore, as documented in the 2015 Addendum, the design was refined to include: one lane of traffic in each direction; a protected bike lane in each direction; and transit boarding islands. Compared to the original proposal, the revised design would provide superior protection for people bicycling; would accommodate transit service and truck turn movements; and would reduce queuing and improve traffic flow.

**FUNDING IMPACT**

The total cost of this project is \$15.75 million. All funding has been secured as detailed below.

| <b>Funding Source</b>                     | <b>Amount</b> |
|---|---------------|
| Redevelopment Bonds                       | \$12,000,000  |
| Interagency Plan Implementation Committee | \$3,500,000   |
| SFMTA Revenue Bonds                       | \$250,000     |

**STAKEHOLDER ENGAGEMENT**

OCII has conducted ongoing Citizen Advisory Council meetings for the Transbay Project Area, which includes the Folsom Streetscape Project. Also, as part of the Transit Center District Plan outreach, the Planning Department held four public workshops between 2007 and 2009 which

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included the Folsom Streetscape Project. The most recent public meeting was held in July 2015 where the updated Folsom Street design was presented. All meetings have been held at central, accessible locations. The project team has worked in close coordination with the multiple tower construction design teams along Folsom Street. Generally, OCII, PW and SFMTA have received positive feedback throughout the outreach process, as residents, merchants, employers and developers are enthusiastic to enhance a redesigned Folsom Street as part of the new neighborhood. Comments received were supportive of new pedestrian, transit and bicycle amenities. One commenter requested installation of blue ADA parking spaces, which were incorporated into the design.

## **ENVIRONMENTAL REVIEW**

On May 24, 2012, the San Francisco Planning Commission in Motion 18628 adopted the Transit Center District Plan (TCDP) and certified its Final Environmental Impact Report (FEIR), and adopted findings including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA. On September 7, 2012, the San Francisco Board of Supervisors in Ordinance 185-12 adopted the Transit Center District Plan. On November 23, 2015, the Planning Department issued an Addendum (Case Numbers 2007.0558E and 2008.0789E) to the TCDP FEIR for the proposed update to the design of Folsom Street, which concluded that the proposed changes would not cause new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts.

The City Attorney's Office has reviewed this calendar item.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The Planning Commission and the Board of Supervisors have previously approved the Transit Center District Plan. After the Folsom Streetscape project is bid out and a contractor selected, the Commission on Community Infrastructure and Investment would have to authorize payment, and to authorize construction to proceed.

## **RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors approve the parking and traffic modifications along Folsom Street between Hawthorne Street and the Embarcadero that are included in the Folsom Streetscape Project and support the SFMTA's Vision Zero program.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, Folsom Street has been identified as a Vision Zero High Injury Corridor; and,

WHEREAS, Folsom Street has been planned as a high-density residential, commercial and retail corridor oriented toward pedestrians, bicycles and transit; and,

WHEREAS, The removal of the Embarcadero Freeway has enabled new development with land sales funding transportation improvements, including the Folsom Streetscape Project; and,

WHEREAS, The Office of Community Investment and Infrastructure is sponsoring the Folsom Streetscape Project, in coordination with SFMTA, SF Public Works, and SF Planning; and,

WHEREAS, OCII has led a comprehensive and inclusive public outreach process to identify pedestrian and bicycle safety improvements, Muni improvements, and color curb changes for Folsom Street between Hawthorne Street and the Embarcadero; and,

WHEREAS, As part of the project, Public Works will widen sidewalks along Folsom Street and the intersecting streets, consistent with the overall streetscape plan; and,

WHEREAS, The specific parking and traffic modifications are as follows:

- A. ESTABLISH – TWO-WAY STREET – Folsom Street between Essex Street and 2<sup>nd</sup> Street (currently one-way eastbound); Spear Street between Howard Street and Harrison Street (currently one-way southbound).
- B. RESCIND – TOW AWAY NO STOPPING ANYTIME – Folsom Street, north side, between Main Street and 1st Street (establishes 5 general metered parking spaces, 2 yellow metered truck loading zones, and 2 white passenger loading zones); Beale Street, east side, between Howard Street and Folsom Street (establishes 21 general metered parking spaces); Main Street, west side, between Howard Street and Folsom Street (establishes 25 general metered parking spaces).
- C. ESTABLISH – TRANSIT BOARDING ISLAND – Folsom Street, north side (eastbound), from 15’ to 95’ west of 2nd Street; Folsom Street, south side (eastbound), from 95’ to 147’ east of First Street; Folsom Street, north side (westbound), from 104’ to 163’ west of Beale Street.
- D. ESTABLISH – CLASS IV PROTECTED BIKEWAY – Folsom Street, eastbound, from 94’ west of 2nd Street to the Embarcadero; Folsom Street, westbound, from the Embarcadero to Essex Street.
- E. ESTABLISH – CORNER BULB OUT, TOW AWAY NO STOPPING ANYTIME – Folsom Street, north side, from 1st Street to 36’ easterly (7’ widening); Folsom Street, north side, from Fremont Street to 86’ westerly (7’ widening); Folsom Street, north side, from Fremont Street to 36’ easterly (7’ widening); Folsom Street, north side, from Beale Street to 81’ westerly (7’ widening); Folsom Street, north side, from Main Street to 36’ easterly (7’ widening); Folsom Street, north side, from Spear Street to 78’ westerly (7’ widening); Folsom Street, south side, from 1st Street to 36’ easterly (7’ widening); Folsom Street, south side, from Fremont Street to 86’ westerly (7’ widening); Folsom Street, south side, from

Fremont Street to 36' easterly (7' widening); Folsom Street, south side, from Beale Street to 81' westerly (7' widening); Folsom Street, south side, from Beale Street to 36' easterly (7' widening); Folsom Street, south side, from Main Street to 74' westerly (7' widening); Folsom Street, south side, from Main Street to 63' easterly (5.5' widening of existing 6' wide bulb); Folsom Street, south side, from Spear Street to 81' westerly (11.5' widening); 1st Street, west side, from Folsom Street to 35' northerly (10.5' widening); 1st Street, west side, from Folsom Street to 32' southerly (10' widening); 1st Street, east side, from Folsom Street to 35' northerly (10' widening); Fremont Street, west side, from Folsom Street to 28' southerly (5' widening); Fremont Street, east side, from Folsom Street to 31' southerly (7' widening); Beale Street, west side, from Folsom Street to 34' southerly (6' widening); Main Street, east side, from Folsom Street to 39' northerly (6' widening).

- F. ESTABLISH – SIDEWALK BULB OUT, TOW AWAY NO STOPPING ANYTIME – Beale Street, east side, from 244' south of Folsom Street to 282' southerly; Main Street, west side, from 244' south of Folsom Street to 282' southerly.
- G. ESTABLISH – CROSSWALK – Essex Street, west side, crossing Folsom Street.
- H. RESCIND – CLASS II BIKE LANE – Folsom Street, eastbound, from 94' east of 2nd Street to the Embarcadero
- I. ESTABLISH – CLASS II BIKE LANE – Fremont Street, southbound, from Folsom Street to Harrison Street; Fremont Street, northbound, from Folsom Street to Howard Street; Beale Street, southbound (east side), from Howard Street to Folsom Street; Main Street, northbound (west side), from Folsom Street to Howard Street.
- J. RESCIND – CLASS III BIKE ROUTE – Fremont Street, southbound, from Folsom Street to Harrison Street; Fremont Street, northbound, from Folsom Street to Howard Street.
- K. ESTABLISH – CLASS III BIKE ROUTE – Folsom Street, westbound, from Essex Street to 2nd Street; Fremont Street, northbound, from Harrison Street to Folsom Street.
- L. ESTABLISH – TRANSIT BULB – Spear Street, west side, from 78' to 155' north of Folsom Street.
- M. RESCIND – TRANSIT ISLAND – Folsom Street, north side (eastbound), from 2nd Street to 90' easterly.
- N. RESCIND – TRANSIT STOP – Beale Street, west side, from Folsom Street to 93' northerly.
- O. ESTABLISH – TRANSIT STOP – Fremont Street, east side, from Folsom Street to 110' northerly; Main Street, east side, from 109' to 173' north of Folsom Street.
- P. ESTABLISH – MIDBLOCK CROSSWALK – Folsom Street, south side, from 93' to 113' east of 1st Street (establishes marked crosswalk between sidewalk and eastbound transit boarding island); Folsom Street, north side, from 102' to 122' west of Beale Street (establishes marked crosswalk between sidewalk and westbound transit boarding island).
- Q. ESTABLISH – ONE-WAY STREET – Beale Street, southbound, between Folsom Street and Clementina Street (currently two-way with northbound transit lane).
- R. RESCIND – LEFT TURN ONLY – Folsom Street, westbound, at Essex Street.
- S. RESCIND – NO LEFT TURN EXCEPT BUSES AND TAXIS – Fremont Street, northbound, at Folsom Street.
- T. RESCIND – RIGHT TURN ONLY EXCEPT BUSES AND TAXIS – Folsom Street, westbound, at Fremont Street.
- U. RESCIND – NO RIGHT TURN EXCEPT TAXIS – 1st Street, southbound, at Folsom Street.
- V. RESCIND – NO RIGHT TURN EXCEPT BUSES AND TAXIS – Fremont Street, southbound, at Folsom Street.
- W. RESCIND – LEFT LANE MUST TURN LEFT – Folsom Street, eastbound, at Fremont Street; Folsom Street, eastbound, at Beale Street; Folsom Street, eastbound, at Main Street;

- Spear Street, southbound, at Harrison Street.
- X. ESTABLISH – LEFT LANE MUST TURN LEFT – Spear Street, northbound, at Howard Street; Spear Street, southbound, at Howard Street.
- Y. ESTABLISH – LEFT LANE MUST TURN LEFT EXCEPT TRANSIT – Folsom Street, eastbound, at 2nd Street.
- Z. ESTABLISH – NO LEFT TURN EXCEPT BICYCLES – Folsom Street, westbound, at 2nd Street; Folsom Street, westbound, at 1st Street; Folsom Street, westbound, at Fremont Street; Folsom Street, westbound, at Beale Street; Folsom Street, westbound, at Main Street; Folsom Street, westbound, at Spear Street; Folsom Street, eastbound, at Spear Street.
- AA. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND BICYCLES – Folsom Street, westbound, at Essex Street.
- BB. ESTABLISH – RIGHT TURN ONLY EXCEPT BICYCLES – Folsom Street, westbound, at 2nd Street; Beale Street, northbound, at Folsom Street.
- CC. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Folsom Street, eastbound, at 2nd Street; Folsom Street, westbound, at Fremont Street; Folsom Street, westbound, at Main Street; Spear Street, northbound, at Howard Street.
- DD. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES – Folsom Street, eastbound, at 2nd Street; Folsom Street, eastbound, at 1st Street; Folsom Street, eastbound, at Fremont Street; Folsom Street, eastbound, at Beale Street; Folsom Street, eastbound, at Main Street; Folsom Street, eastbound, at Spear Street; Folsom Street, eastbound, at the Embarcadero; Folsom Street, westbound, at Spear Street; Folsom Street, westbound, at Main Street; Folsom Street, westbound, at Fremont Street; Folsom Street, westbound, at 2nd Street; 1st Street, southbound, at Folsom Street; Fremont Street, northbound, at Folsom Street; Fremont Street, southbound, at Folsom Street; Beale Street, northbound, at Folsom Street; Beale Street, southbound, at Folsom Street; Main Street, northbound, at Folsom Street; Spear Street, northbound, at Folsom Street; Spear Street, southbound, at Folsom Street.
- EE. RESCIND – PERPENDICULAR PARKING; ESTABLISH – PARALLEL PARKING – Beale Street, east side, between Folsom Street and Harrison Street.
- FF. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Folsom Street, north side, from 2nd Street to 175' westerly; Folsom Street, north side, from 2nd Street to 1st Street; Folsom Street, north side, from 36' east of Fremont Street to 75' easterly; Folsom Street, north side, from Beale Street to 54' easterly; Folsom Street, north side, from 36' east of Main Street to 87' easterly; Folsom Street, north side, from Spear Street to 31' easterly; Folsom Street, north side, from the Embarcadero to 39' westerly; Folsom Street, south side, from 2nd Street to 142' westerly; Folsom Street, south side, from 154' east of Essex Street to 45' easterly; Folsom Street, south side, from 1st Street to 146' westerly; Folsom Street, south side, from 36' east of 1st Street to 59' easterly; Folsom Street, south side, from 86' west of Fremont Street to 44' westerly; Folsom Street, south side, from 36' east of Fremont Street to 109' easterly; Folsom Street, south side, from the Embarcadero to 103' westerly; 2nd Street, east side, from Folsom Street to 34' northerly; 1st Street, east side, from Clementina Street to 41' southerly; Beale Street, west side, from Folsom Street to 43' northerly; Beale Street, east side, from Folsom Street to 39' northerly; Beale Street, east side, from Folsom Street to 37' southerly; Main Street, west side, from Folsom Street to 45' southerly; Main Street, west side, from Harrison Street to 50' northerly; Main Street, east side, from Folsom Street to 35' southerly; Spear Street, west side, from Folsom Street to 45' northerly; Spear Street, east side, from Folsom Street to 28' northerly; Spear Street, east side, from Folsom Street to 44' southerly.
- GG. ESTABLISH – TOW AWAY NO STOPPING, 2 PM TO 8 PM, MONDAY THROUGH FRIDAY – Main Street, west side, from 50' north of Harrison Street to 210' northerly

- HH. ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Folsom Street, north side, from 35’ to 75’ east of 1st Street; Folsom Street, north side, from 80’ to 104’ west of Beale Street; Folsom Street, north side, from 118’ to 151’ west of Spear Street; Folsom Street, south side, from 12’ to 43’ east of Essex Street; Folsom Street, south side, from 36’ to 84’ east of Beale Street; Folsom Street, south side, from 87’ to 128’ east of Main Street; First Street, west side, from 36’ to 79’ north of Folsom Street; First Street, east side, from 31’ to 94’ north of Folsom Street; Beale Street, west side, from 43’ to 93’ north of Folsom Street; Beale Street, west side, from 114’ to 154’ north of Folsom Street; Beale Street, east side, from 196’ to 236’ south of Folsom Street; Main Street, west side, from 196’ to 236’ south of Folsom Street; Main Street, east side, from 38’ to 88’ north of Folsom Street; Spear Street, west side, from 44’ to 77’ north of Folsom Street.
- II. ESTABLISH – YELLOW METERED LOADING, 6 AM TO 10 PM, DAILY – Folsom Street, north side, from 215’ to 235’ west of 2nd Street; Folsom Street, north side, from 85’ to 135’ west of Fremont Street; Folsom Street, north side, from 77’ to 117’ west of Spear Street; Folsom Street, south side, from 43’ to 68’ east of Essex Street; Folsom Street, south side, from 146’ to 196’ west of 1st Street; Folsom Street, south side, from 80’ to 130’ west of Beale Street; Folsom Street, south side, from 77’ to 127’ west of Main Street; Folsom Street, south side, from 102’ to 147’ west of Spear Street; Folsom Street, south side, from 103’ to 148’ west of the Embarcadero.
- JJ. ESTABLISH – BLUE ZONE – Folsom Street, north side, from 38’ to 56’ west of the Embarcadero; Folsom Street, south side, from 61’ to 82’ east of Essex Street; Fremont Street, west side, from 28’ to 48’ south of Folsom Street; Beale Street, west side, from 33’ to 53’ south of Folsom Street; Main Street, west side, from 45’ to 65’ south of Folsom Street.
- KK. ESTABLISH – MOTORCYCLE PARKING ONLY – Folsom Street, south side, from 190’ to 208’ west of 2nd Street (5 spaces); 1st Street, west side, from 33’ to 89’ south of Folsom Street (16 spaces); Spear Street, east side, from 28’ to 45’ north of Folsom Street (5 spaces); and,

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; and,

WHEREAS, On May 24, 2012, the San Francisco Planning Commission in Motion 18628 adopted the Transit Center District Plan (TCDP), of which the Folsom Streetscape Project is a part; and certified its Final Environmental Impact Report (FEIR), in accordance with CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code, and adopted findings including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated into this Resolution by reference; and,

WHEREAS, On September 7, 2012, the San Francisco Board of Supervisors in Ordinance 185-12 adopted the Transit Center District Plan; on November 23, 2015, the Planning Department issued an Addendum (Case Numbers 2007.0558E and 2008.0789E) to the TCDP FEIR for the proposed update to the design of Folsom Street, which concluded that the proposed changes would not cause new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and,

WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors has reviewed the contents of the TCDP FEIR, including the Draft EIR, the Responses to Comments, the Addendum, the Findings as required by CEQA regarding alternatives, mitigation measures

and significant impacts analyzed in the Final EIR, the statement of overriding considerations, and the Mitigation Monitoring and Reporting Program (MMRP), all of which was made available to the public and this Board for the Board's review, consideration and actions; now, therefore, be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, in exercising its independent judgment, incorporates the necessary findings under CEQA contained in Ordinance 185-12, as attached to the Calendar Item; and finds that since certification of the FEIR and publication of the Addendum, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the FEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the FEIR and the Addendum.

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications listed in items A-KK above associated with the Folsom Streetscape Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 6, 2016.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency