

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 Folsom Street between 11th Street and 5th Street 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 Folsom Near-Term Improvement Project.



SUMMARY:

- This project will establish a protected bikeway and establish visibility zones at intersections.
- This project will establish transit boarding islands at the 12 Folsom or 27 Bryant stops at 11th Street far side, 9th Street far side, 8th Street far side, 7th Street far side, and 6th Street far side to reduce transit delays and improve transit reliability and safety.
- The proposal removes 72 general parking spaces and adds 16 commercial yellow zones in the project area. Overall, the project will remove 56 parking spaces.
- The SFMTA conducted public outreach to solicit input that helped shape parking and curbside management along the Folsom Near-Term Improvement Project corridor 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. Folsom Near-Term Improvement Project Area Map
3. Folsom Near-Term Improvement Project Cross-Section Graphics
4. Folsom Near-Term Improvement Project Typical Block Graphics

APPROVALS:

	DATE
DIRECTOR 	10/6/2017
SECRETARY 	10/5/2017

ASSIGNED SFMTAB CALENDAR DATE: October 17, 2017

PAGE 2.

PURPOSE

Approving a parking protected bikeway and parking and traffic modifications on Folsom Street between 11th Street and 5th Street to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor, and increase transit performance and safety for the 12 Folsom and 27 Bryant.

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 1.3: 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.

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 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.

PAGE 3.

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 134 collisions along Folsom Street between 11th Street and 5th Street. This includes 37 collisions involving pedestrians and 38 collisions involving people who ride bikes with one of those collisions resulting in a bicyclist fatality.

Folsom Street is an eastbound, three-lane, one-way street in the city's South of Market neighborhood. The 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 and 27 Bryant carry approximately 5,500 and 6,600 passengers a day with a frequency of 20 minutes and 15 minutes in the AM peak hour, respectively. 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 4th to 11th Streets. This project removed one lane of travel from Folsom Street to provide space for a buffered bike lane and right-turn pockets. Data collected from this pilot project showed that bicycle travel increased on the corridor 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 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 and Howard Streets from 2nd Street to 11th Street and, if approved, is expected to be complete in 2023.

The parking and traffic modifications presented in this calendar item are a refinement of the original 2014 Folsom Street Pilot Buffered Bike Lane Project, and 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 Folsom Near-Term Improvement project pilot would install a parking-protected bikeway on Folsom Street from 5th to 11th 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.

PAGE 4.

- 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 Folsom Street and Howard Street.

As currently proposed, the temporary Folsom Near-Term Improvement Project pilot would remain in place until April 17, 2019 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 Folsom Near-Term Improvement Project: namely a Class IV separated bikeway, pedestrian improvements, and transit improvements. Prior to April 17, 2019, the SFMTA Board of Directors may consider making these temporary changes permanent if the Folsom-Howard Streetscape Project is approved in spring 2018. 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 2020.

This proposed pilot project extends on Folsom Street from 5th Street to 11th Street, and is adjacent to another proposed bicycle safety improvement project on Folsom Street – the Folsom Bike Lane Gap Closure project, from 11th Street to 13th Street. While the two projects are similar in nature in that they are proposing upgraded, buffered bicycle facilities on Folsom Street, they differ in several ways. The Folsom Bike Lane Gap Closure project is intended to not only fill a gap in existing bicycle facilities on Folsom Street, but to also provide a connection between important intersecting bicycle routes on 11th, 13th, and 14th Streets. Additionally, the Gap Closure project is intended as a permanent fixture to remain in place for the foreseeable future. Conversely, the Folsom Near-Term Improvement Project pilot is intended only as a temporary refinement of the current bicycle facility on Folsom Street east of 11th Street; the SFMTA will assess the pilot's proposed roadway configuration by collecting data on transit stops, loading zones, and turning vehicle conflicts. Finally, each project is designed to operate within the existing bicycle and roadway network independent of whether either is finally carried out by SFMTA; bicyclists would transition to existing alternate bicycle facilities when traveling through an intersection.

Project Elements

This project is an early implementation of safety needs along the Folsom Street corridor 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 islands will be constructed with concrete. A future streetscape project will

PAGE 5.

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 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 Folsom Street can generally be described in three categories based on proposed measures:

1. Bike - Parking and traffic modifications along Folsom Street between 11th Street and Falmouth 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 Folsom Street between 11th Street and 5th 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 11th Street, 9th Street, 8th Street, 7th Street, and 6th Street to establish transit boarding islands

Bicycle Safety Improvements

On Folsom Street there is an existing buffered bike lane (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 eastbound Folsom Street from 11th Street to Falmouth Street to accommodate safer and more comfortable bicycle travel along the corridor. A parking protected bikeway is 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:

PAGE 6.

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 bikeway on Folsom Street meets 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 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 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 60-inches in width, the recommended buffer width. It was also reviewed by the San Francisco Fire Department.

The project will also install two-stage left turn bicycle boxes at the intersection of 11th Street and Folsom Street to assist bicyclists making a left turn onto northbound 11th Street from eastbound Folsom Street and onto eastbound Folsom Street from southbound 11th Street.

PAGE 7.

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.

Transit Safety and Performance Improvements

The 12 Folsom has bus stop zones at 11th Street (curbside), 9th Street (curbside), 8th Street (curbside), 7th Street (curbside), and 6th Street (curbside). The 27 Bryant has a stop at 6th Street that is shared with the 12 Folsom. Golden Gate Transit bus routes 24, 54, 92, and 93 share a bus stop with the 12 Folsom at 7th Street. As part of the conversion for a parking protected bikeway, transit stops will be upgraded to transit boarding islands. This helps improve transit operations, prevents bicycle and bus conflicts and provides additional area for people waiting, allowing the sidewalk to be used for pedestrian traffic. The near-side transit stop at 7th Street is proposed to be moved to the far-side to improve bus operations. All other stops are far-side under existing conditions and are proposed to remain far-side.

Other Project Elements

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.

Double parking and parking in the buffered bike lane is a frequent occurrence and forces 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 11th Street and 5th. Increasing the number of yellow commercial loading zones on this section of 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 - Folsom Street, eastbound, south

- side, from 11th Street to Falmouth Street (Class IV Parking Protected Bikeway)
- B. RESCIND – BUS ZONE - Folsom Street, south side, from 11th Street to 85 feet easterly (Existing far side bus zone replaced by far side transit boarding island), Folsom Street, south side, 9th Street to 78 feet easterly (Existing far side bus zone replaced by far side transit boarding island), Folsom Street, south side, from 8th Street to 85 feet easterly (Existing far side bus zone replaced by far side transit boarding island), Folsom Street, south side, from 49 feet to 106 feet west of 7th Street (Existing near side bus zone moved to far side transit boarding island), Folsom Street, south side, from 6th Street to 80 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 48 feet east of 11th Street (11th/Folsom far side boarding island), Folsom Street, south side, from 5 feet to 57 feet east of 9th Street (9th/Folsom far side boarding island), Folsom Street, south side, from 5 feet to 67 feet east of 8th Street (8th/Folsom far side boarding island), Folsom Street, south side, from 5 feet to 70 feet east of 7th Street (7th/Folsom far side boarding island), Folsom Street, south side, from 85 feet to 141 feet east of 6th Street (6th/Folsom far side boarding island)
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Folsom Street, south side, from 10th Street to 160 feet westerly (for bicycle mixing zone, right turn lane), Folsom Street, south side, from 8th Street to 184 feet westerly (for bicycle mixing zone, right turn lane)
- E. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - Folsom Street, north side, from 10th Street to 27 feet westerly, Folsom Street, south side, from 11th Street to 5 feet easterly, Folsom Street, south side, from 48 feet to 69 feet east of 11th Street, Folsom Street, south side, from Juniper Street to 88 feet westerly, Folsom Street, north side, from Dore Street to 26 feet westerly, Folsom Street, south side, from 10th Street to 39 feet easterly, Folsom Street, south side, from 50 feet to 81 feet east of 10th Street, Folsom Street, south side, from 38 feet to 96 feet west of Dore Street, Folsom Street, south side from Dore Street to 22 feet westerly, Folsom Street, north side, from 9th Street to 35 feet westerly, Folsom Street, south side, from Dore Street to 5 feet easterly, Folsom Street, south side, from 41 feet to 75 feet east of Dore Street, Folsom Street, south side, from 9th Street to 35 feet westerly, Folsom Street, north side, from 8th Street to 29 feet westerly, Folsom Street, south side, from 9th Street to 5 feet easterly, Folsom Street, south side, from 57 feet to 79 feet east of 9th Street, Folsom Street, south side, from 103 feet to 122 feet east of 9th Street, Folsom Street, south side, from 203 feet to 236 feet east of 9th Street, Folsom Street, south side, from 184 feet to 241 feet west of 8th Street, Folsom Street, south side, from 8th Street to 5 feet easterly, Folsom Street, south side, from 67 feet to 77 feet east of 8th Street, Folsom Street, south side, from Rodgers Street to 25 feet westerly, Folsom Street, south side, from Rodgers Street to 8 feet easterly, Folsom Street, south side, from 65 feet to 109 feet east of Rodgers Street, Folsom Street, south side, from Hallam Street to 23 feet westerly, Folsom Street, south side from Hallam Street to 10 feet easterly, Folsom Street, south side, from 31 feet to 100 feet west of Langton Street, Folsom Street, south side from Langton Street to 13 feet westerly, Folsom Street, south side, from Langton Street to 65 feet easterly, Folsom Street, south side, from 7th

- Street to 58 feet westerly, Folsom Street, south side from 7th Street to 5 feet easterly, Folsom Street, south side from 70 feet to 195 feet east of 7th Street, Folsom Street, south side from Sherman Street to 36 feet westerly, Folsom Street, south side, from Sherman Street to 8 feet easterly, Folsom Street, south side, from 29 feet to 145 feet east of Sherman Street, Folsom Street, south side, from Columbia Street to 28 feet westerly, Harriet Street, west side, from Folsom to 10 feet southerly, Harriet Street, east side, from Folsom to 10 feet southerly, Folsom Street, north side, from 5th Street to 34 feet westerly, Folsom Street, south side, from 6th Street to 85 feet easterly, Folsom Street, south side, from 141 feet to 178 feet east of 6th Street, Folsom Street, south side, from 194 feet to 245 feet east of 6th Street, Folsom Street, south side, from 116 feet to 155 feet west of Falmouth Street, Folsom Street, south side, from Falmouth Street to 93 feet westerly
- F. ESTABLISH – BLUE ZONE - Folsom Street, north side, from 11th Street to 20 feet easterly, 6th Street, east side, from 32 feet to 54 feet north of Folsom Street
- G. RESCIND – YELLOW LOADING ZONE, 7AM TO 6PM MONDAY TO SATURDAY - Folsom Street, south side, from Dore Street to 40 feet easterly, Folsom Street, south side, from Sherman Street to 47 feet westerly
- H. ESTABLISH – YELLOW LOADING ZONE, 7AM TO 6PM, MONDAY TO SATURDAY - Folsom Street, south side, from 69 feet to 102 feet east of 11th Street, Folsom Street, south side, from Juniper Street to 30 feet easterly
- I. RESCIND – YELLOW METER LOADING ZONE, 7AM TO 6PM MONDAY TO SATURDAY - Folsom Street, north side, from 14 feet to 34 feet west of 5th Street, Folsom Street, south side, from 39 feet to 59 feet west of Falmouth Street
- J. ESTABLISH – YELLOW METER LOADING ZONE, 7AM TO 6PM, MONDAY TO SATURDAY - Folsom Street, north side, from 34 feet to 54 feet west of 5th Street, Folsom Street, south side, from 93 feet to 116 feet west of Falmouth Street, Folsom Street, south side, from 155 feet to 178 feet west of Falmouth Street
- K. ESTABLISH – YELLOW LOADING ZONE, 8AM TO 5PM, MONDAY TO FRIDAY - Folsom Street, south side, from 79 feet to 103 feet east of 9th Street, Folsom Street, south side, from 236 feet to 272 feet east of 9th Street
- L. ESTABLISH – YELLOW LOADING ZONE, 7AM TO 6PM, MONDAY TO FRIDAY - Folsom Street, north side, from 220 feet to 250 feet east of 9th Street, Folsom Street, north side, from 25 feet to 62 feet east of 8th Street, Folsom Street, north side, from 47 feet to 72 feet west of Rausch Street, Folsom Street, north side, from 28 feet to 57 feet east of Langton Street, Folsom Street, south side, from 83 feet to 118 feet west of Hallam Street, Folsom Street, south side, from 10 feet to 55 feet east of Hallam Street
- M. ESTABLISH – YELLOW METER LOADING ZONE, 8AM TO 4:30PM, MONDAY TO FRIDAY - Folsom Street, north side, from 144 feet to 164 feet east of 6th Street
- N. RESCIND – YELLOW LOADING ZONE, 8AM TO 6PM MONDAY TO SATURDAY - Folsom Street, south side, from 131 feet to 151 street east of 7th Street
- O. ESTABLISH – YELLOW LOADING ZONE, 8AM TO 6PM, MONDAY TO SATURDAY - Folsom Street, north side, from 9 feet to 34 feet east of 7th Street, Folsom Street, north side, from Moss Street to 30 feet easterly
- P. RESCIND – MOTORCYCLE PARKING - Folsom Street, south side, from 79 feet to 103 feet east of 10th Street, Folsom Street, south side, from 78 feet to 85 feet east of 9th

PAGE 10.

- Street, Folsom Street, south side, from 168 feet to 179 feet east of 7th Street
- Q. ESTABLISH – MOTORCYCLE PARKING - Folsom Street, north side, from 19 feet to 38 feet east of 10th Street, Folsom Street, south side, from 39 feet to 50 feet east of 10th Street, Folsom Street, south side, from 81 feet to 88 feet east of 10th Street
 - R. RESCIND – WHITE ZONE, 8AM TO 10AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 236 feet to 241 feet west of 8th Street
 - S. ESTABLISH - WHITE ZONE, 8AM TO 10AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 272 feet to 277 feet east of 9th Street
 - T. RESCIND – WHITE ZONE AT ALL TIMES - Folsom Street, north side, from 34 feet to 54 feet west of 5th Street
 - U. ESTABLISH – WHITE ZONE AT ALL TIMES - Folsom Street, north side, from 74 feet to 94 feet west of 5th Street
 - V. RESCIND – BIKE PARKING ONLY - Folsom Street, south side, from 124 feet to 153 feet west of 8th Street
 - W. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES - Folsom Street, eastbound at 11th Street (for bicycle two-stage turn box), 11th Street, northbound at Folsom Street (for bicycle two-stage turn box), 9th Street, northbound at Folsom Street, Folsom Street, eastbound at 6th Street (for bicycle box), 6th Street, northbound at Folsom Street
 - X. ESTABLISH – NO PARKING EXCEPT BICYCLES, ESTABLISH – BIKE SHARE STATION - Folsom Street, south side, from 35 feet to 111 feet west of 9th Street

STAKEHOLDER ENGAGEMENT

Door-to-Door Outreach

In April, May and June staff performed door-to-door outreach to businesses along Folsom Street to raise awareness of the near-term project. Staff was able to make contact with 75 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 business 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), Tenants and Owners Development Corporation (TODCO), the West Bay Pilipino Cultural Center, Folsom Street Events, United Playaz, South of Market Business

PAGE 11.

Association, Yerba Buena Community Benefit District, and Supervisor Jane Kim's Office.

Informational Open House

Two informational open house sessions were held on July 13th and 15th, 2017 at the Gene Friend Recreation Center at 6th Street and Folsom Street to share 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 120 posters promoting the open houses sessions were posted along the project corridor. Approximately 70 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 August 18, 2017 to solicit additional feedback from the community. Of the ten members of the community who wrote letters or attended the open house in person, seven supported establishing protected bikeways on Folsom Street.

San Francisco Fire Department

The San Francisco Fire Department objects to proposed parking protected bikeways on streets with overhead wires providing power for electric Muni buses and asserts that the design interferes with aerial apparatus deployment. The project initially proposed parking protected bike lanes on Folsom Street from 11th Street to 4th Street but the segment between 5th Street and 4th Street has overhead wires. After conversations with the SFFD, staff revised the boundaries of the proposed project on Folsom Street from 11th Street to 5th Street.

Staff met with representatives from SFFD Fire Station #1, which is located on Folsom Street between Falmouth Street and 4th Street, to discuss the daily operations at the fire station and share the design for the proposed project. SFFD expressed a preference to revise the eastern boundary of the proposed parking protected bike lane from 5th Street to Falmouth Street to ensure daily operations, vehicle staging, and vehicle inspections would remain the same. Staff agreed to revise the eastern boundary of the parking protected bike lane to Falmouth Street.

The SFFD had no objections to the parking protected bike lane on Folsom Street between 11th Street and Falmouth Street. SFMTA staff will work more closely with the SFFD and Fire Station #1 on the design for the Folsom-Howard Streetscape Project.

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

PAGE 12.

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 alternative should be implemented based on public input at open houses, SFMTA transportation goals and objectives, and financial commitment. This process began in 2016 and is expected to conclude in early 2018. The project will be designed in 2018 and 2019 with construction occurring between 2020 and 2022.

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 lane on Folsom Street is wide enough to facilitate implementing a parking protected bike lane before the streetscape project completes construction in 2022.

Four 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 11th Street to 4th Street was proposed since this entire segment of Folsom Street that currently has a buffered bike lane and, therefore, enough space to convert the bike facility to a parking protected bike lane. However, the segment on Folsom from 5th Street to 4th Street has overhead wires that provide electricity to Muni buses. As indicated above, the SFFD objects to implementing parking protected bike lanes on streets with overhead wires.

Another alternative suggested would provide a parking protected bike lane on Folsom Street from 11th Street to 5th Street. 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. The 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 the corridor, improve pedestrian safety, and address existing curbside management concerns. These improvements will provide bicycle safety improvements on Folsom Street, address the needs of business owners, residents, and the overall transportation system, implement a parking protected bike lane on Folsom Street before the streetscape project completes construction in 2022, 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 2022 and addressing some of the existing bicycle and pedestrian safety needs on Folsom between 11th Street and 5th Street can be completed on a quicker timeline and support our Vision Zero goal of eliminating traffic deaths in San Francisco.

FUNDING IMPACT

The Folsom 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 listed under CIP# ST080 Folsom Street & Howard Street Streetscape.

Funding for the near-term project is fully funded by Eastern Neighborhood development impact fee revenues, as will funding for the streetscape project. The project will be delivered in two phases with a total estimated project cost of \$25,000,000:

Phase 1 – Folsom Near-Term Improvement Project – Folsom Street between 11th Street and 5th Street

- Planning/Design – Expected completion in 10/2017 (\$170,000)
- Construction – Expected completion in 12/2018 (\$1,730,000)

Phase 2 – Folsom-Howard Streetscape Project – Folsom Street between 11th Street and 2nd Street, Howard Street between 11th Street and 3rd Street

- Planning/Design – Expected completion in 12/2019 (\$1,500,000)
- Construction – Expected completion in 12/2022 (\$21,600,000)

ENVIRONMENTAL REVIEW

The proposed Folsom Near-Term Improvement Project, a Pilot Program that would last for 18 months, 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 which do not result in a serious or major disturbance to an environmental resource. These may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded.

On September 18, 2017 the Planning Department determined (Case Number 2017-002105ENV) that the proposed Folsom Near-Term Improvement Project, a Pilot Program that would last for 18 months, is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15306 ("Information Collection").

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

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

PAGE 14.

San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

RECOMMENDATION

Approving a parking protected bikeway and parking and traffic modifications on Folsom Street between 11th Street and 5th Street, as set forth in items A-X above, to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor and increasing transit performance and safety for the 12 Folsom and 27 Bryant.

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 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 the Folsom Street between 11th Street and 5th Street corridor until April 17, 2019 as follows:

- A. ESTABLISH – CLASS IV PROTECTED BIKEWAY - Folsom Street, eastbound, south side, from 11th Street to Falmouth Street (Class IV Parking Protected Bikeway)
- B. RESCIND – BUS ZONE - Folsom Street, south side, from 11th Street to 85 feet easterly (Existing far side bus zone replaced by far side transit boarding island), Folsom Street, south side, 9th Street to 78 feet easterly (Existing far side bus zone replaced by far side transit boarding island), Folsom Street, south side, from 8th Street to 85 feet easterly (Existing far side bus zone replaced by far side transit boarding island), Folsom Street, south side, from 49 feet to 106 feet west of 7th Street (Existing near side bus zone moved to far side transit boarding island), Folsom Street, south side, from 6th Street to 80 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 48 feet east of 11th Street (11th/Folsom far side boarding island), Folsom Street, south side, from 5 feet to 57 feet east of 9th Street (9th/Folsom far side boarding island), Folsom Street, south side, from 5 feet to 67 feet east of 8th Street (8th/Folsom far side boarding island), Folsom Street, south side, from 5 feet to 70 feet east of 7th Street (7th/Folsom far side boarding island), Folsom Street, south side, from 85 feet to 141 feet east of 6th Street (6th/Folsom far side boarding island)
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Folsom Street, south side, from 10th Street to 160 feet westerly (for bicycle mixing zone, right turn lane), Folsom Street, south side, from 8th Street to 184 feet westerly (for bicycle mixing zone, right turn lane)
- E. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - Folsom Street, north side, from 10th Street to 27 feet westerly, Folsom Street, south side, from 11th Street to 5 feet easterly, Folsom Street, south side, from 48 feet to 69 feet east of 11th Street, Folsom Street, south side, from Juniper Street to 88 feet westerly, Folsom Street, north side, from Dore Street to 26 feet westerly, Folsom Street, south side, from 10th Street to 39 feet

- easterly, Folsom Street, south side, from 50 feet to 81 feet east of 10th Street, Folsom Street, south side, from 38 feet to 96 feet west of Dore Street, Folsom Street, south side from Dore Street to 22 feet westerly, Folsom Street, north side, from 9th Street to 35 feet westerly, Folsom Street, south side, from Dore Street to 5 feet easterly, Folsom Street, south side, from 41 feet to 75 feet east of Dore Street, Folsom Street, south side, from 9th Street to 35 feet westerly, Folsom Street, north side, from 8th Street to 29 feet westerly, Folsom Street, south side, from 9th Street to 5 feet easterly, Folsom Street, south side, from 57 feet to 79 feet east of 9th Street, Folsom Street, south side, from 103 feet to 122 feet east of 9th Street, Folsom Street, south side, from 203 feet to 236 feet east of 9th Street, Folsom Street, south side, from 184 feet to 241 feet west of 8th Street, Folsom Street, south side, from 8th Street to 5 feet easterly, Folsom Street, south side, from 67 feet to 77 feet east of 8th Street, Folsom Street, south side, from Rodgers Street to 25 feet westerly, Folsom Street, south side, from Rodgers Street to 8 feet easterly, Folsom Street, south side, from 65 feet to 109 feet east of Rodgers Street, Folsom Street, south side, from Hallam Street to 23 feet westerly, Folsom Street, south side from Hallam Street to 10 feet easterly, Folsom Street, south side, from 31 feet to 100 feet west of Langton Street, Folsom Street, south side from Langton Street to 13 feet westerly, Folsom Street, south side, from Langton Street to 65 feet easterly, Folsom Street, south side, from 7th Street to 58 feet westerly, Folsom Street, south side from 7th Street to 5 feet easterly, Folsom Street, south side from 70 feet to 195 feet east of 7th Street, Folsom Street, south side from Sherman Street to 36 feet westerly, Folsom Street, south side, from Sherman Street to 8 feet easterly, Folsom Street, south side, from 29 feet to 145 feet east of Sherman Street, Folsom Street, south side, from Columbia Street to 28 feet westerly, Harriet Street, west side, from Folsom to 10 feet southerly, Harriet Street, east side, from Folsom to 10 feet southerly, Folsom Street, north side, from 5th Street to 34 feet westerly, Folsom Street, south side, from 6th Street to 85 feet easterly, Folsom Street, south side, from 141 feet to 178 feet east of 6th Street, Folsom Street, south side, from 194 feet to 245 feet east of 6th Street, Folsom Street, south side, from 116 feet to 155 feet west of Falmouth Street, Folsom Street, south side, from Falmouth Street to 93 feet westerly
- F. ESTABLISH – BLUE ZONE - Folsom Street, north side, from 11th Street to 20 feet easterly, 6th Street, east side, from 32 feet to 54 feet north of Folsom Street
- G. RESCIND – YELLOW LOADING ZONE, 7AM TO 6PM MONDAY TO SATURDAY - Folsom Street, south side, from Dore Street to 40 feet easterly, Folsom Street, south side, from Sherman Street to 47 feet westerly
- H. ESTABLISH – YELLOW LOADING ZONE, 7AM TO 6PM, MONDAY TO SATURDAY - Folsom Street, south side, from 69 feet to 102 feet east of 11th Street, Folsom Street, south side, from Juniper Street to 30 feet easterly
- I. RESCIND – YELLOW METER LOADING ZONE, 7AM TO 6PM MONDAY TO SATURDAY - Folsom Street, north side, from 14 feet to 34 feet west of 5th Street, Folsom Street, south side, from 39 feet to 59 feet west of Falmouth Street
- J. ESTABLISH – YELLOW METER LOADING ZONE, 7AM TO 6PM, MONDAY TO SATURDAY - Folsom Street, north side, from 34 feet to 54 feet west of 5th Street, Folsom Street, south side, from 93 feet to 116 feet west of Falmouth Street, Folsom Street, south side, from 155 feet to 178 feet west of Falmouth Street

- K. ESTABLISH – YELLOW LOADING ZONE, 8AM TO 5PM, MONDAY TO FRIDAY - Folsom Street, south side, from 79 feet to 103 feet east of 9th Street, Folsom Street, south side, from 236 feet to 272 feet east of 9th Street
- L. ESTABLISH – YELLOW LOADING ZONE, 7AM TO 6PM, MONDAY TO FRIDAY - Folsom Street, north side, from 220 feet to 250 feet east of 9th Street, Folsom Street, north side, from 25 feet to 62 feet east of 8th Street, Folsom Street, north side, from 47 feet to 72 feet west of Rausch Street, Folsom Street, north side, from 28 feet to 57 feet east of Langton Street, Folsom Street, south side, from 83 feet to 118 feet west of Hallam Street, Folsom Street, south side, from 10 feet to 55 feet east of Hallam Street
- M. ESTABLISH – YELLOW METER LOADING ZONE, 8AM TO 4:30PM, MONDAY TO FRIDAY - Folsom Street, north side, from 144 feet to 164 feet east of 6th Street
- N. RESCIND – YELLOW LOADING ZONE, 8AM TO 6PM MONDAY TO SATURDAY - Folsom Street, south side, from 131 feet to 151 street east of 7th Street
- O. ESTABLISH – YELLOW LOADING ZONE, 8AM TO 6PM, MONDAY TO SATURDAY - Folsom Street, north side, from 9 feet to 34 feet east of 7th Street, Folsom Street, north side, from Moss Street to 30 feet easterly
- P. RESCIND – MOTORCYCLE PARKING - Folsom Street, south side, from 79 feet to 103 feet east of 10th Street, Folsom Street, south side, from 78 feet to 85 feet east of 9th Street, Folsom Street, south side, from 168 feet to 179 feet east of 7th Street
- Q. ESTABLISH – MOTORCYCLE PARKING - Folsom Street, north side, from 19 feet to 38 feet east of 10th Street, Folsom Street, south side, from 39 feet to 50 feet east of 10th Street, Folsom Street, south side, from 81 feet to 88 feet east of 10th Street
- R. RESCIND – WHITE ZONE, 8AM TO 10AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 236 feet to 241 feet west of 8th Street
- S. ESTABLISH - WHITE ZONE, 8AM TO 10AM AND 3PM TO 6PM, MONTDAY THROUGH FRIDAY - Folsom Street, south side, from 272 feet to 277 feet east of 9th Street
- T. RESCIND – WHITE ZONE AT ALL TIMES - Folsom Street, north side, from 34 feet to 54 feet west of 5th Street
- U. ESTABLISH – WHITE ZONE AT ALL TIMES - Folsom Street, north side, from 74 feet to 94 feet west of 5th Street
- V. RESCIND – BIKE PARKING ONLY - Folsom Street, south side, from 124 feet to 153 feet west of 8th Street
- W. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES - Folsom Street, eastbound at 11th Street (for bicycle two-stage turn box), 11th Street, northbound at Folsom Street (for bicycle two-stage turn box), 9th Street, northbound at Folsom Street, Folsom Street, eastbound at 6th Street (for bicycle box), 6th Street, northbound at Folsom Street
- X. ESTABLISH – NO PARKING EXCEPT BICYCLES, BIKE SHARE STATION - Folsom Street, south side, from 35 feet to 111 feet west of 9th Street

WHEREAS, The proposed Folsom Near-Term Improvement Project, a Pilot Program that will last 18 months until April 17, 2019, is subject to the California Environmental Quality Act

PAGE 18.

(CEQA); CEQA provides an exemption from environmental review for basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded.as defined in Title 14 of the California Code of Regulations Sections 15306 respectively; and,

WHEREAS, On September 18, 2017 the Planning Department determined that the proposed Folsom Near-Term Improvement Project, a Pilot Program that would last 18 months, is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15306; 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,

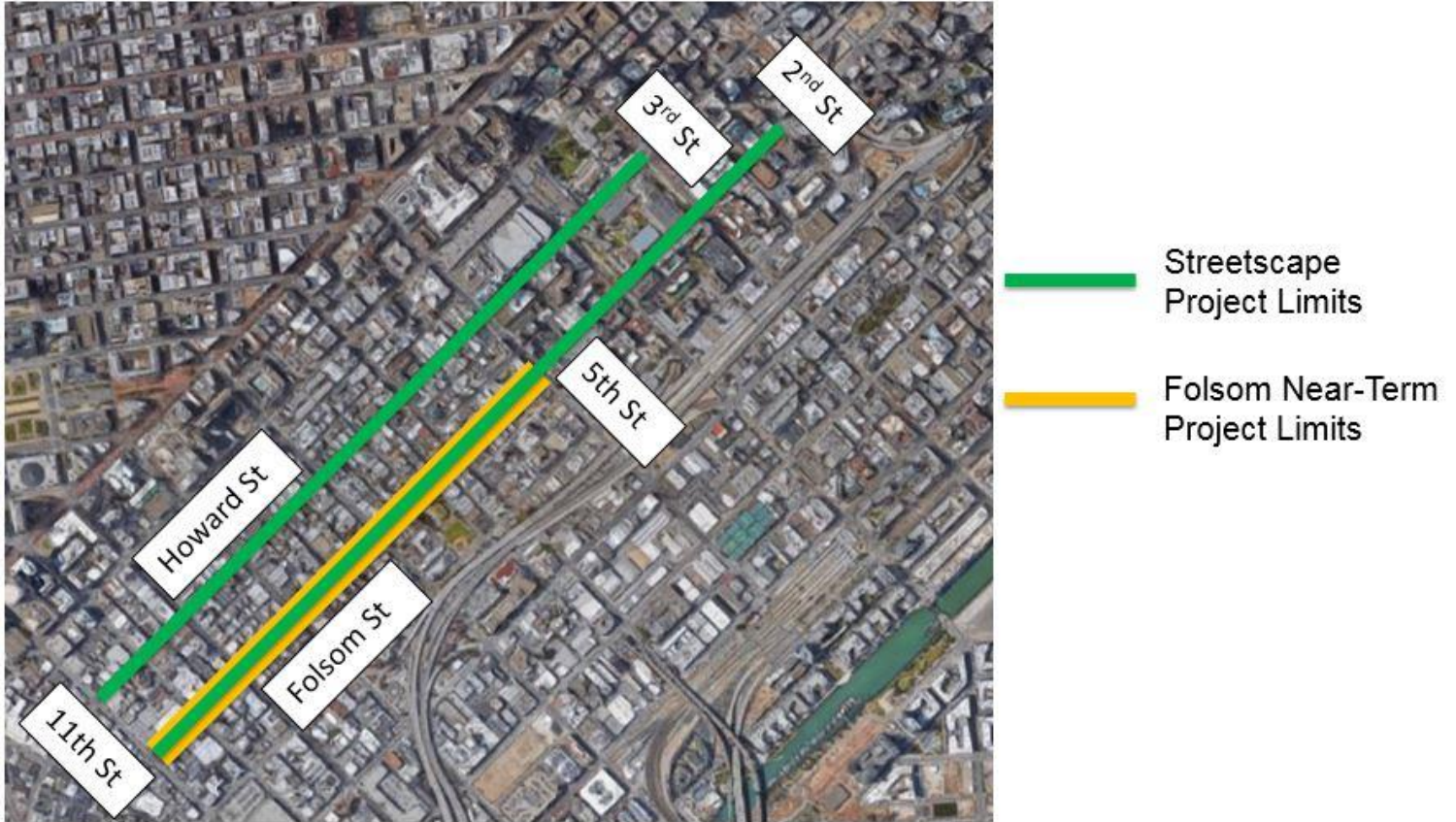
WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

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 X above, along Folsom Street between 11th Street and 5th Street until April 17, 2019.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 17, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2 – Folsom Near-Term Improvement Project Area Map



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

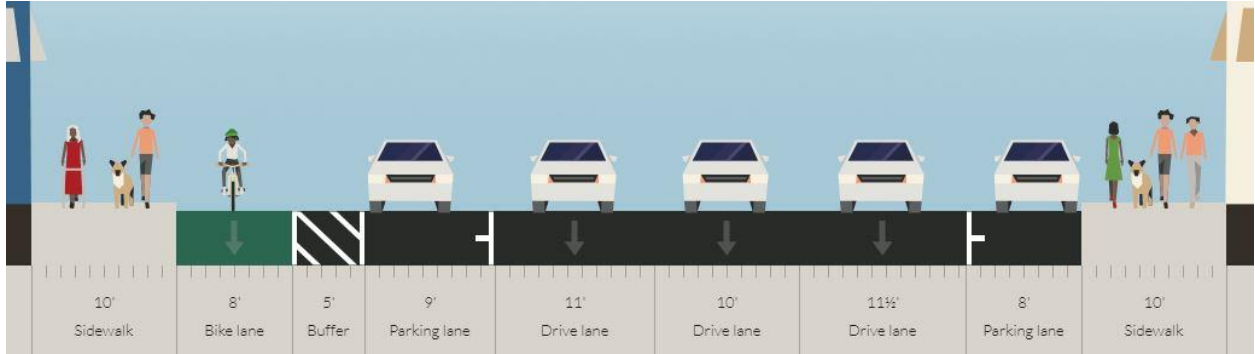


Figure 1: Section View between 11th Street and Falmouth, midblock, looking west

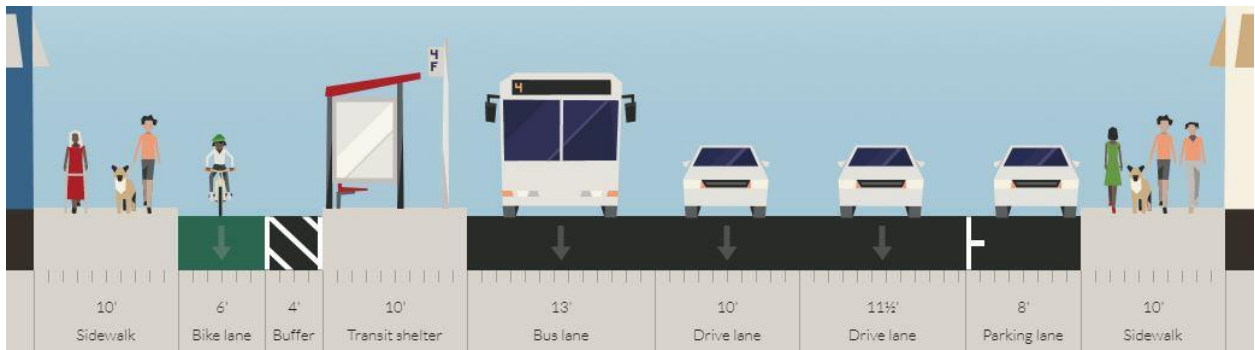


Figure 2: Section View between 11th Street and Falmouth with bus stop looking west

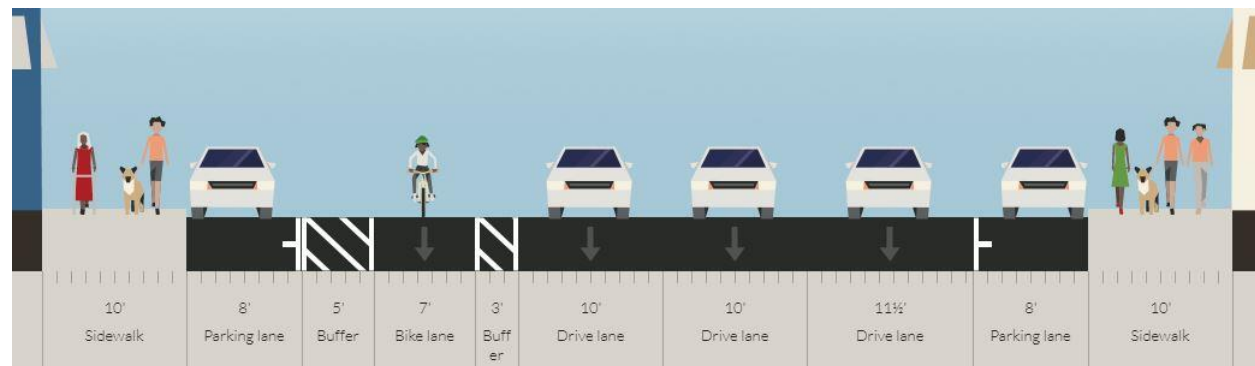


Figure 3: Section View between Falmouth and 5th Street looking west

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

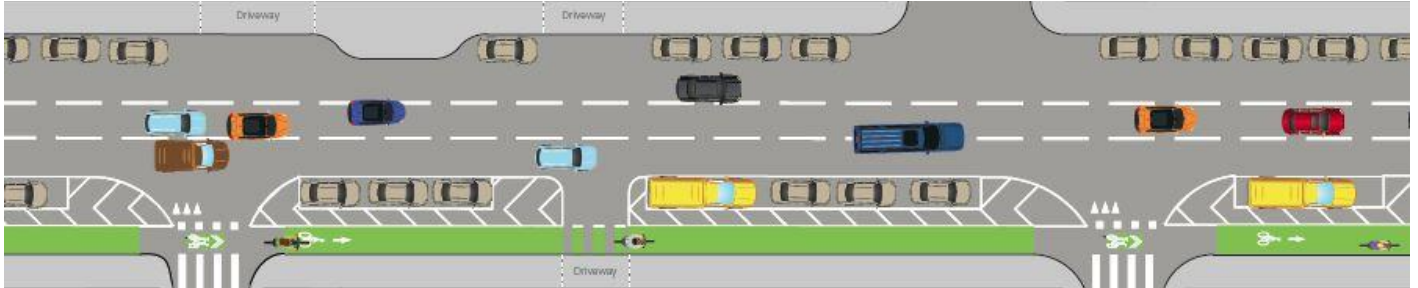


Figure 1: Typical Block between 11th and Falmouth

