

## SFMTA - TASC SUMMARY SHEET

<b>PreStaff_Date:</b> 10/17/2023 <b>Requested_by:</b> SFMTA <b>Handled:</b> Elizabeth Chen <b>Section Head :</b> M. Sallaberry MS	<input type="checkbox"/> <b>Public Hearing Consent</b> <input checked="" type="checkbox"/> <b>Public Hearing Regular</b> <input type="checkbox"/> <b>Informational / Other</b> <small>PH - Regular</small>	<b>No objections:</b> _____ <b>Item Held:</b> _____ <b>Other:</b> _____
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**Location:** Spear Street, between Mission Street and Harrison Street

**Subject:** Two-Way Conversion and Curb Changes

**PROPOSAL / REQUEST:**  
 ESTABLISH – TWO-WAY STREET  
 Spear Street, between Mission Street and Howard Street (currently one-way southbound)

RESCIND – 45-DEGREE ANGLE PARKING  
 ESTABLISH – PARALLEL PARKING  
 Spear Street, east side, between Mission Street and Howard Street (currently 45-degree angled)

ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 1 PM, MONDAY THROUGH FRIDAY  
 Spear Street, east side, from 124 feet to 280 feet south of Mission Street (7 spaces)

ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY  
 Spear Street, east side, from 20 feet to 66 feet north of Howard Street (2 spaces)

ESTABLISH – RED ZONE  
 Spear Street, east side, from Howard Street to 20 feet northerly  
 Spear Street, west side, from 3 feet to 23 feet north of Howard Street

**BACKGROUND INFORMATION / COMMENTS**

Spear Street between Howard and Harrison Streets was previously converted from one-way southbound to two-way traffic with MTAB Resolution 16-123. Building off of the Soda Plan, this proposal will convert the remaining block between Mission and Howard Streets to two-way and shift parking and loading spaces to accommodate two-way traffic between Mission and Harrison Streets.

Net loss of 3 GMP spaces, 13 yellow meter spaces (between Mission and Howard), and 1 green meter space. There is minimal loss to passenger loading zones.

The 12 Folsom/Pacific makes a southbound right turn from Spear onto Folsom.

<b>HEARING NOTIFICATION AND PROCESSING NOTES:</b>	<b>ENVIRONMENTAL CLEARANCE BY:</b> <input type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input checked="" type="checkbox"/> Pending
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**CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:**

## Transbay Howard Streetscape Project – Spear 2-Way Conversion

### **ESTABLISH – TWO-WAY STREET**

Spear Street, between Mission Street and Howard Street (currently one-way southbound)

### **RESCIND – 45-DEGREE ANGLE PARKING**

#### **ESTABLISH – PARALLEL PARKING**

Spear Street, east side, between Mission Street and Howard Street (currently 45-degree angled)

### **ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 1 PM, MONDAY THROUGH FRIDAY**

Spear Street, east side, from 124 feet to 280 feet south of Mission Street (7 spaces)

### **ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**

Spear Street, east side, from 20 feet to 66 feet north of Howard Street (2 spaces)

### **ESTABLISH – RED ZONE**

Spear Street, east side, from Howard Street to 20 feet northerly

Spear Street, west side, from 3 feet to 23 feet north of Howard Street

Spear Street, east side, from 3 feet to 23 feet south of Howard Street

Spear Street, east side, from 143 feet to 148 feet south of Howard Street (driveway red zone)

Spear Street, east side, from 177 feet to 180 feet south of Howard Street (driveway red zone)

Spear Street, east side, from Folsom Street to 35 feet northerly

Spear Street, east side, from 125 feet to 135 feet north of Folsom Street (fire hydrant)

Spear Street, east side, from 163 feet to 173 feet north of Folsom Street (driveway red zone)

Spear Street, west side, from 16 feet to 36 feet north of Folsom Street

Spear Street, east side, from 9 feet to 29 feet south of Folsom Street

Spear Street, west side, from Harrison Street to 20 feet northerly

### **ESTABLISH – WHITE ZONE PASSENGER LOADING ZONE, AT ALL TIMES**

Spear Street, east side, from 23 feet to 63 feet south of Howard Street (2 spaces)

### **ESTABLISH – GENERAL METERED PARKING**

Spear Street, east side, from 63 feet to 143 feet south of Howard Street (4 spaces)

### **ESTABLISH – GREEN METERED PARKING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Spear Street, east side, from 35 feet to 95 feet north of Folsom Street (3 spaces)

Spear Street, west side, from 22 feet to 62 feet south of Howard Street (2 spaces)

Spear Street, east side, from 29 feet to 68 feet south of Folsom Street (2 spaces)

### **ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Spear Street, east side, from 105 feet to 185 feet north of Howard Street (4 spaces)

Spear Street, east side, from 95 feet to 125 feet north of Folsom Street (1 space)

Spear Street, east side, from 135 feet to 163 feet north of Folsom Street (1 space)

### **ESTABLISH – BLUE ZONE**

Spear Street, west side, from 3 feet to 22 feet south of Howard Street (1 space)

(Supervisor District 6)

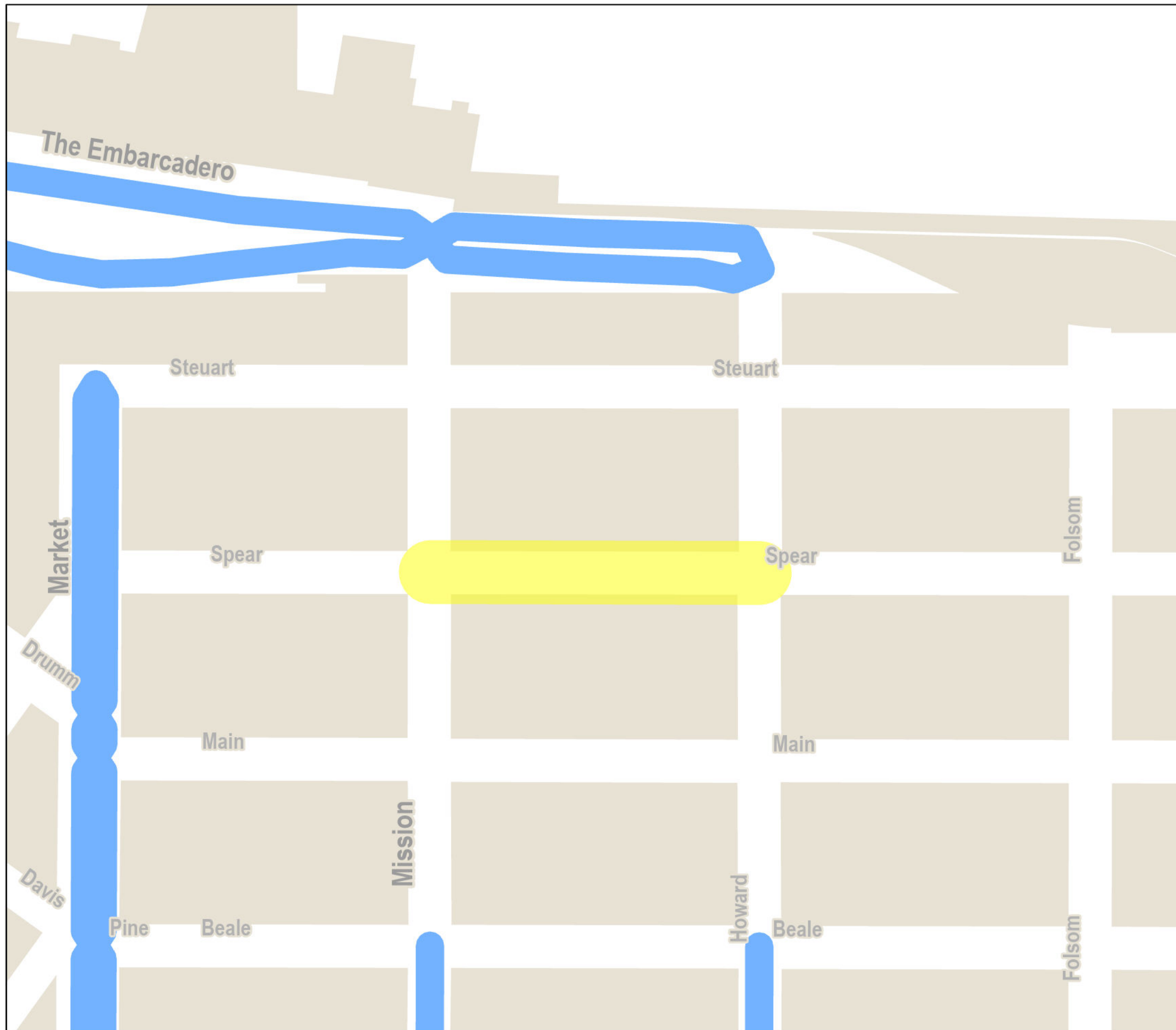
Building from the San Francisco Planning Department's South Downtown Design + Activation (Soda) Plan and the Transbay Howard Streetscape Project, this proposal will convert the remaining one-way southbound block of Spear Street to two-way traffic. This proposal also includes curb changes to follow-up the previously legislated two-way traffic conversion on Spear Street between Howard and Harrison Streets (MTAB Resolution 16-123).

Elizabeth Chen, [elizabeth.chen@sfmta.com](mailto:elizabeth.chen@sfmta.com)

# Project Extents

Spear Street, from Howard Street to Mission Street

March 2023



## LEGEND

-  Project Extents
-  High Injury Network



0.1 miles

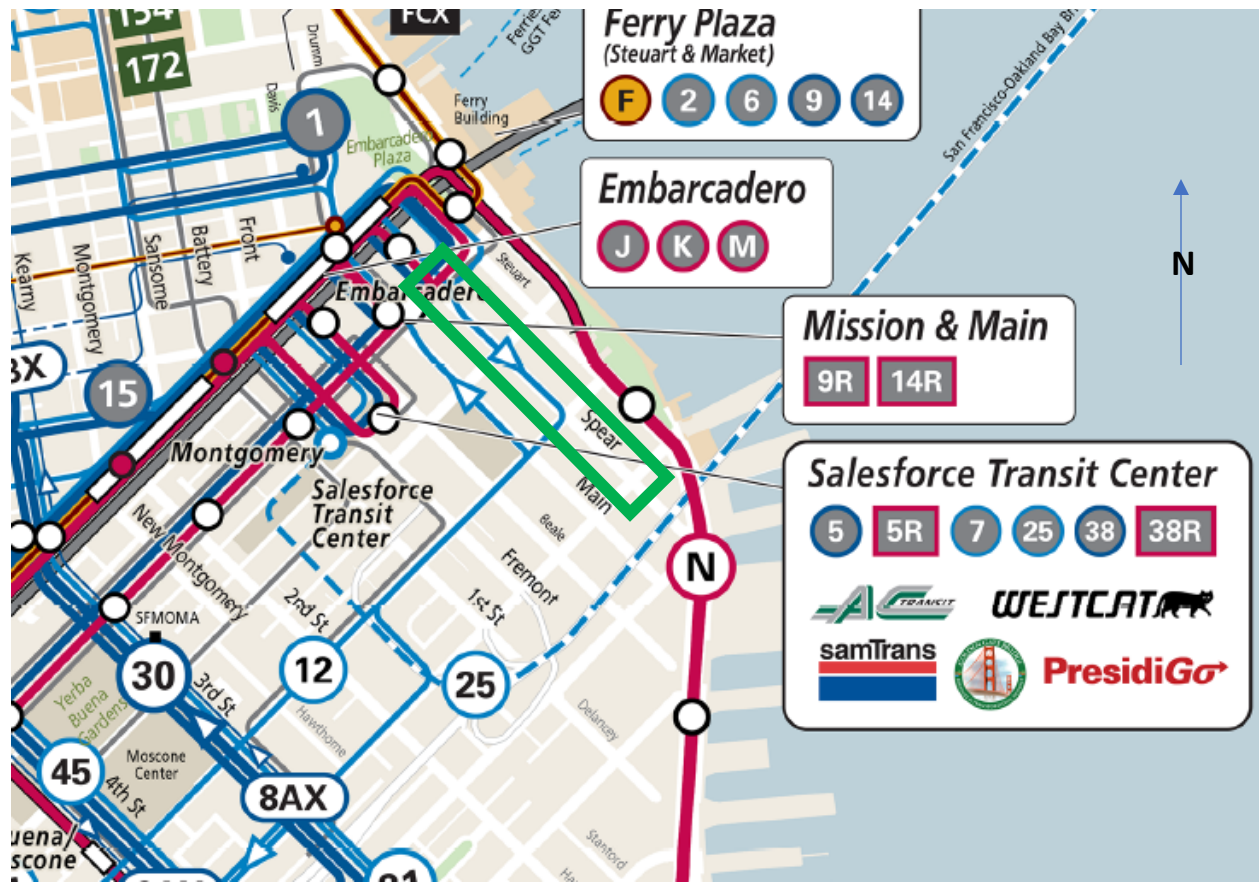
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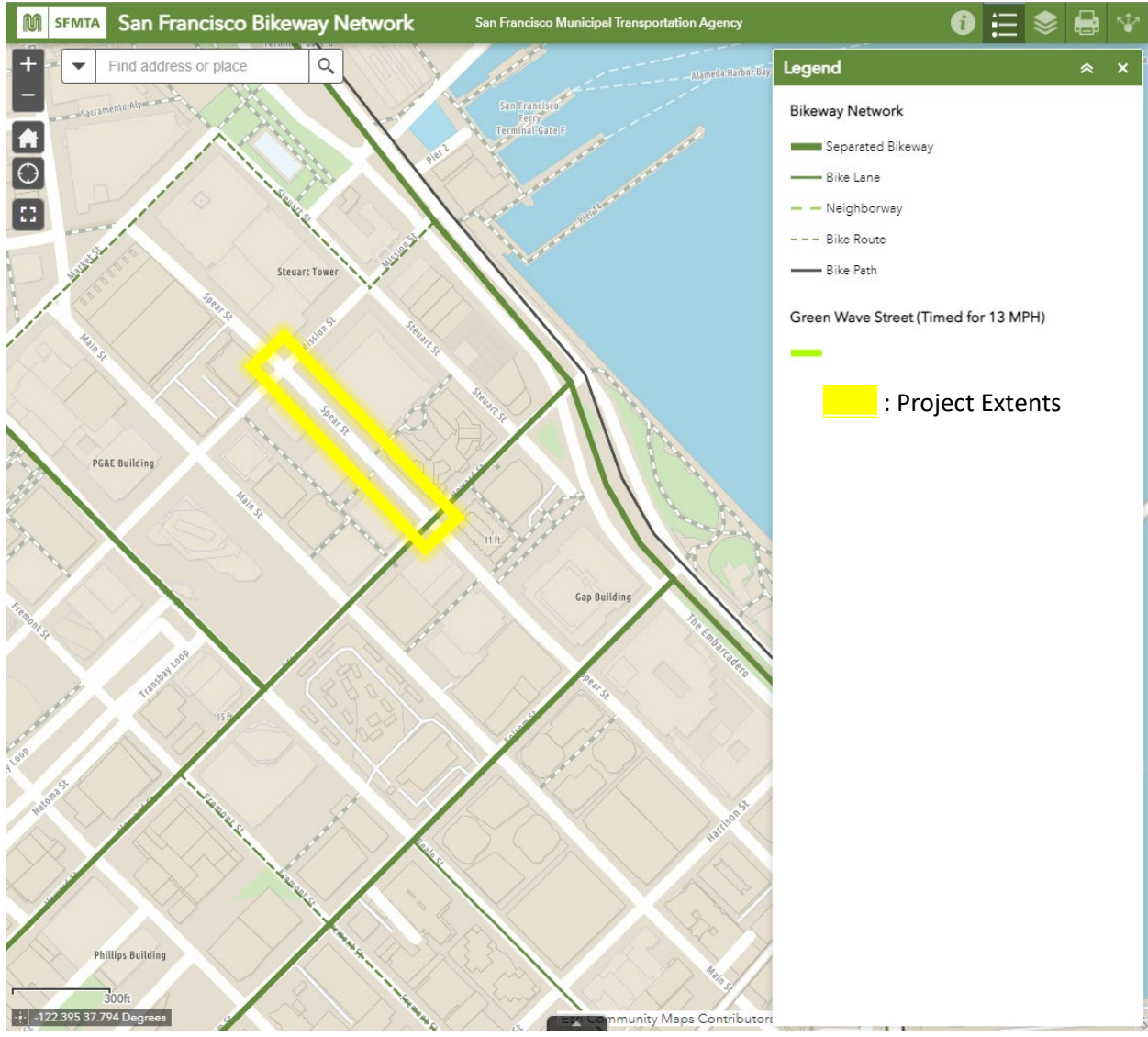
Date Saved: 3/22/2023

For reference contact: [Transbayhoward@sfmta.com](mailto:Transbayhoward@sfmta.com)

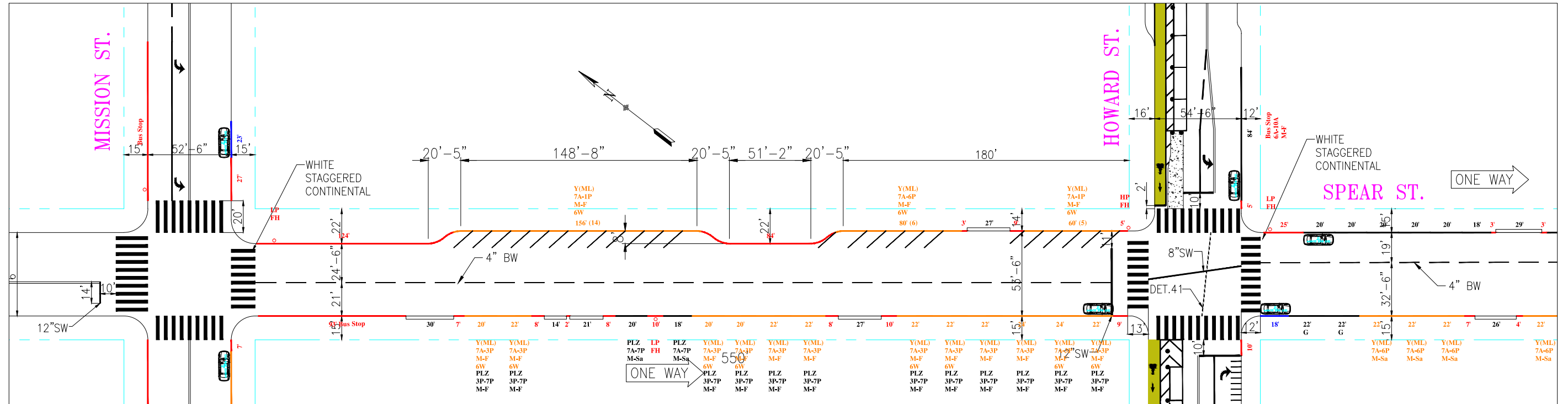
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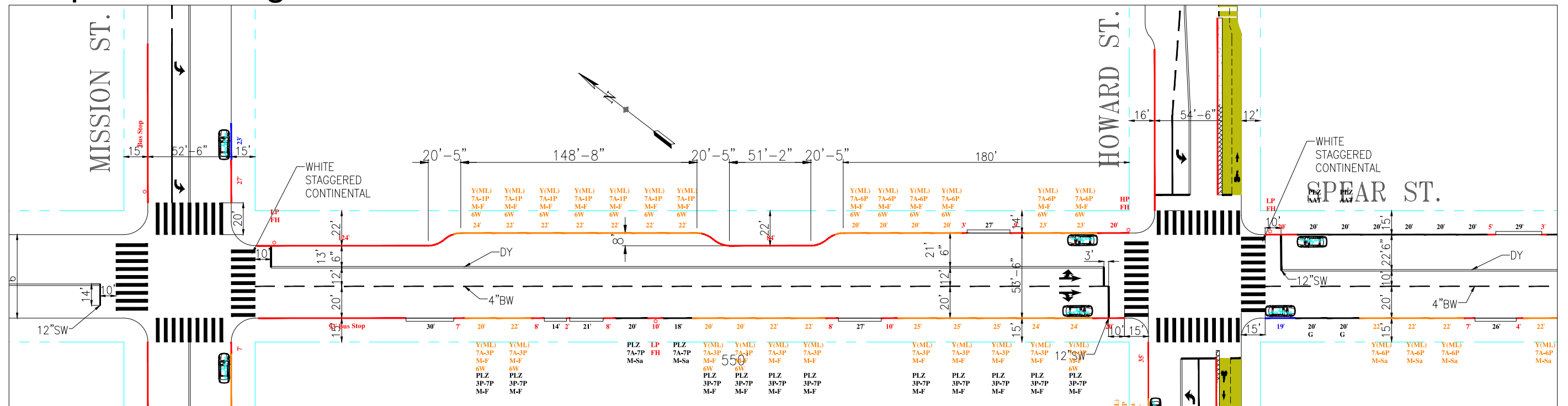




# Existing



# Proposed - Long Term



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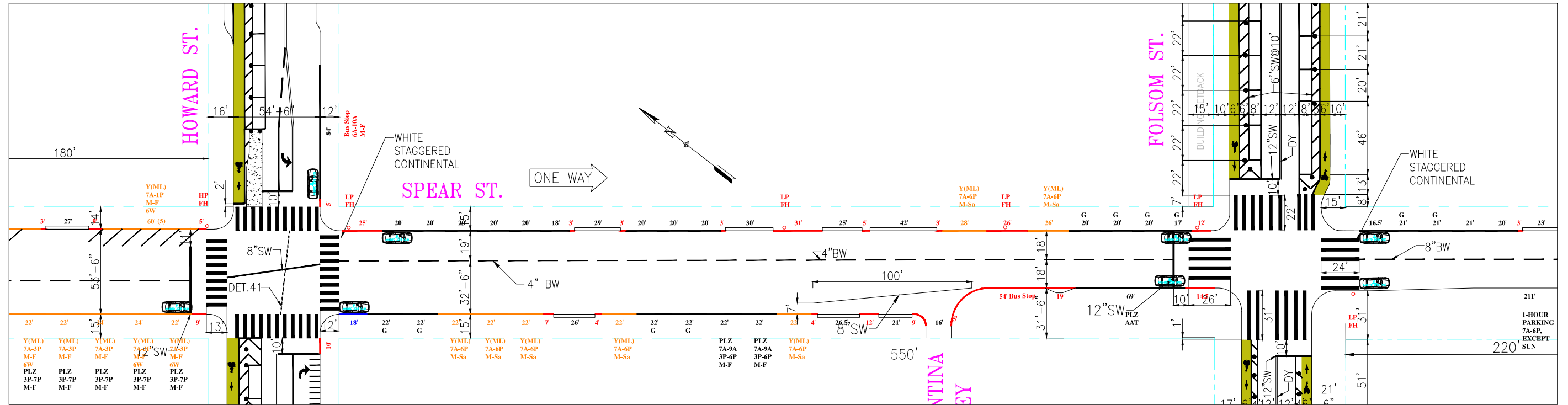
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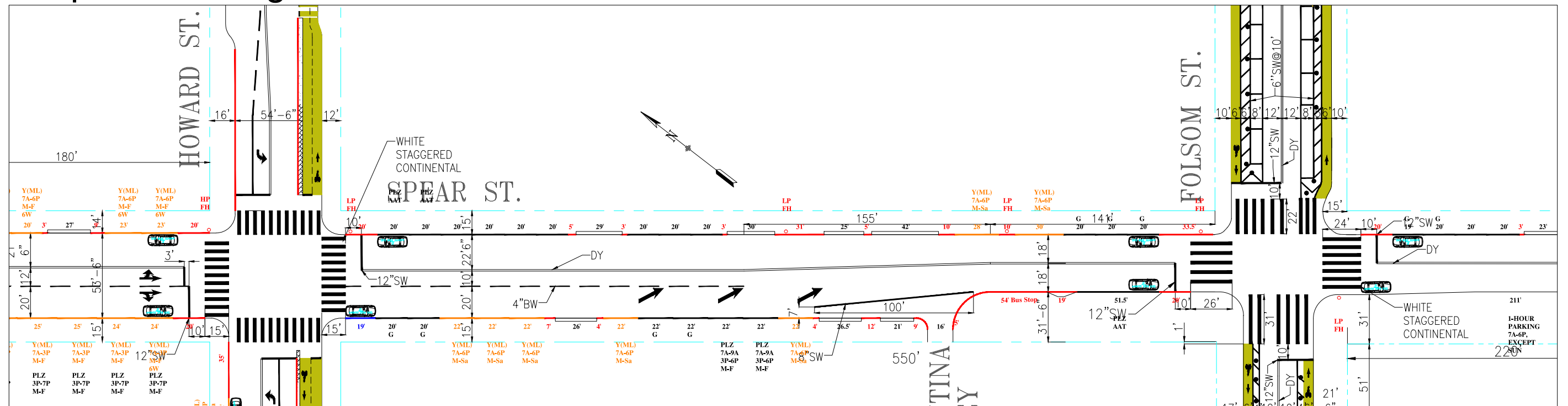
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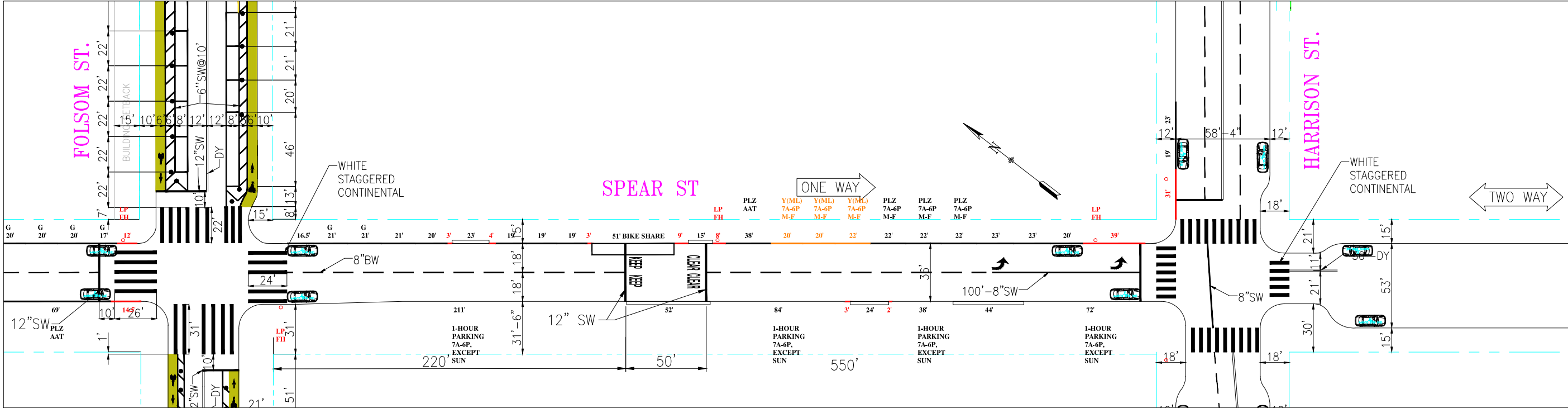
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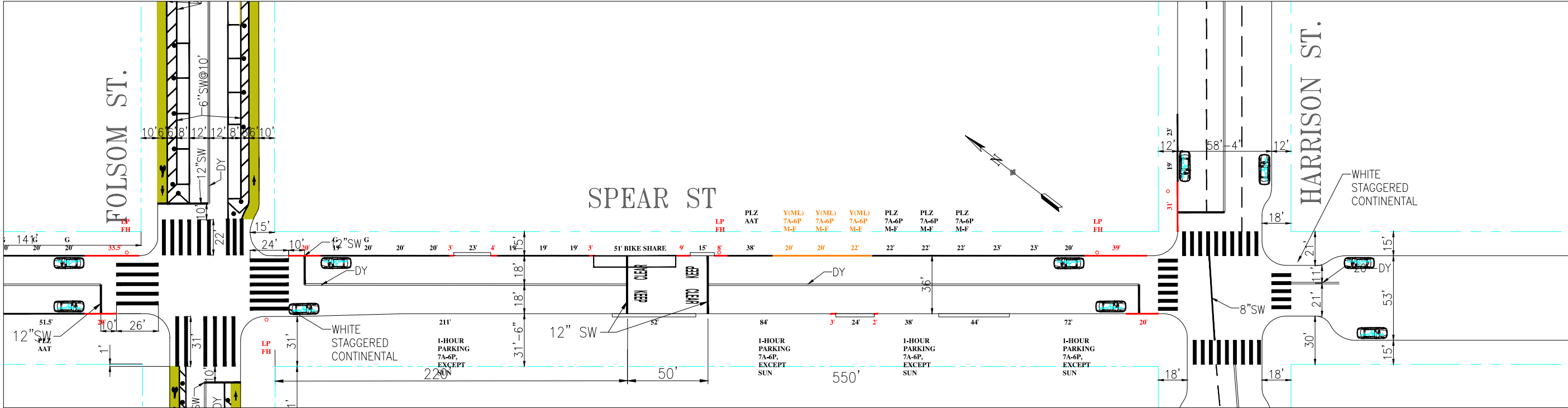
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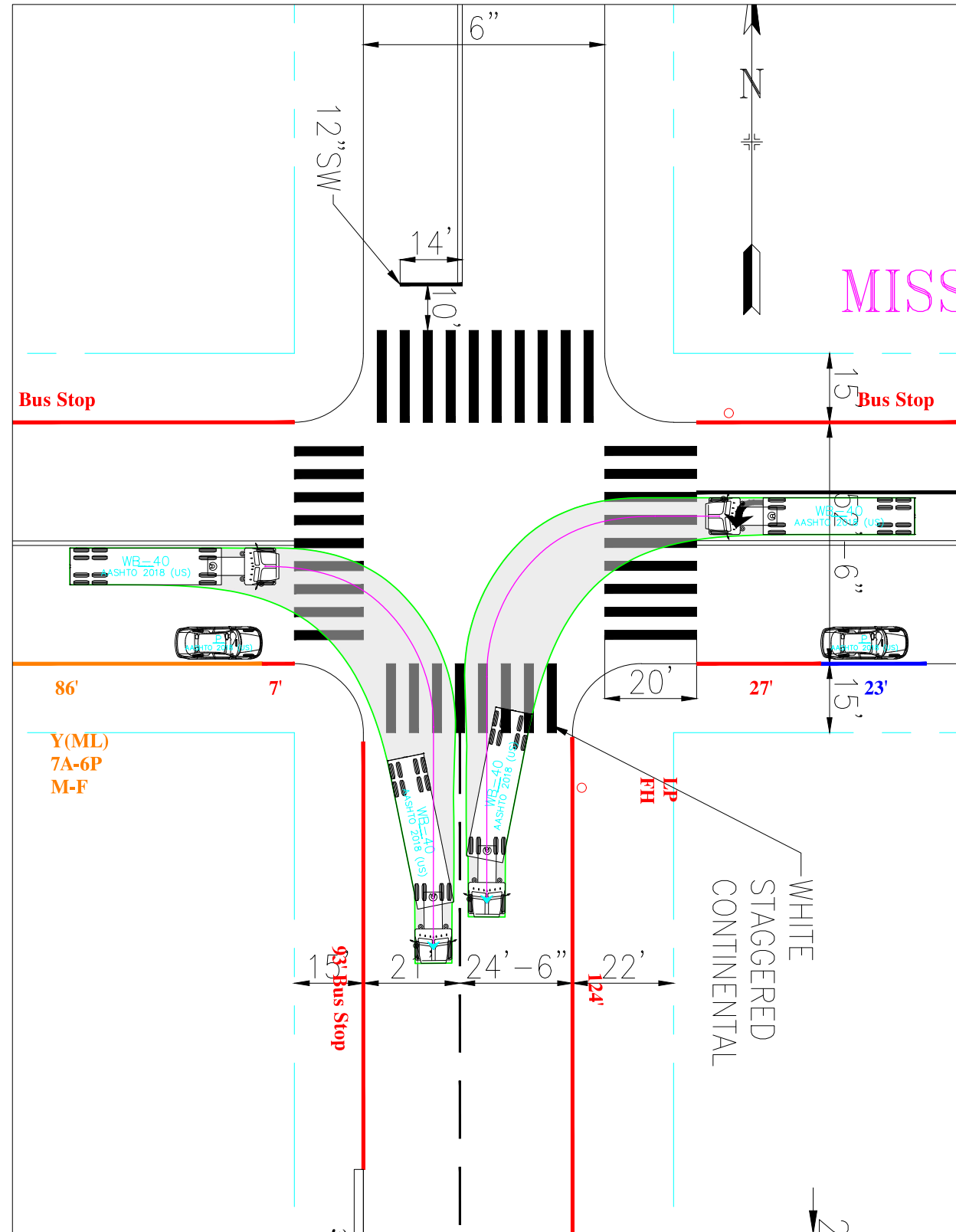
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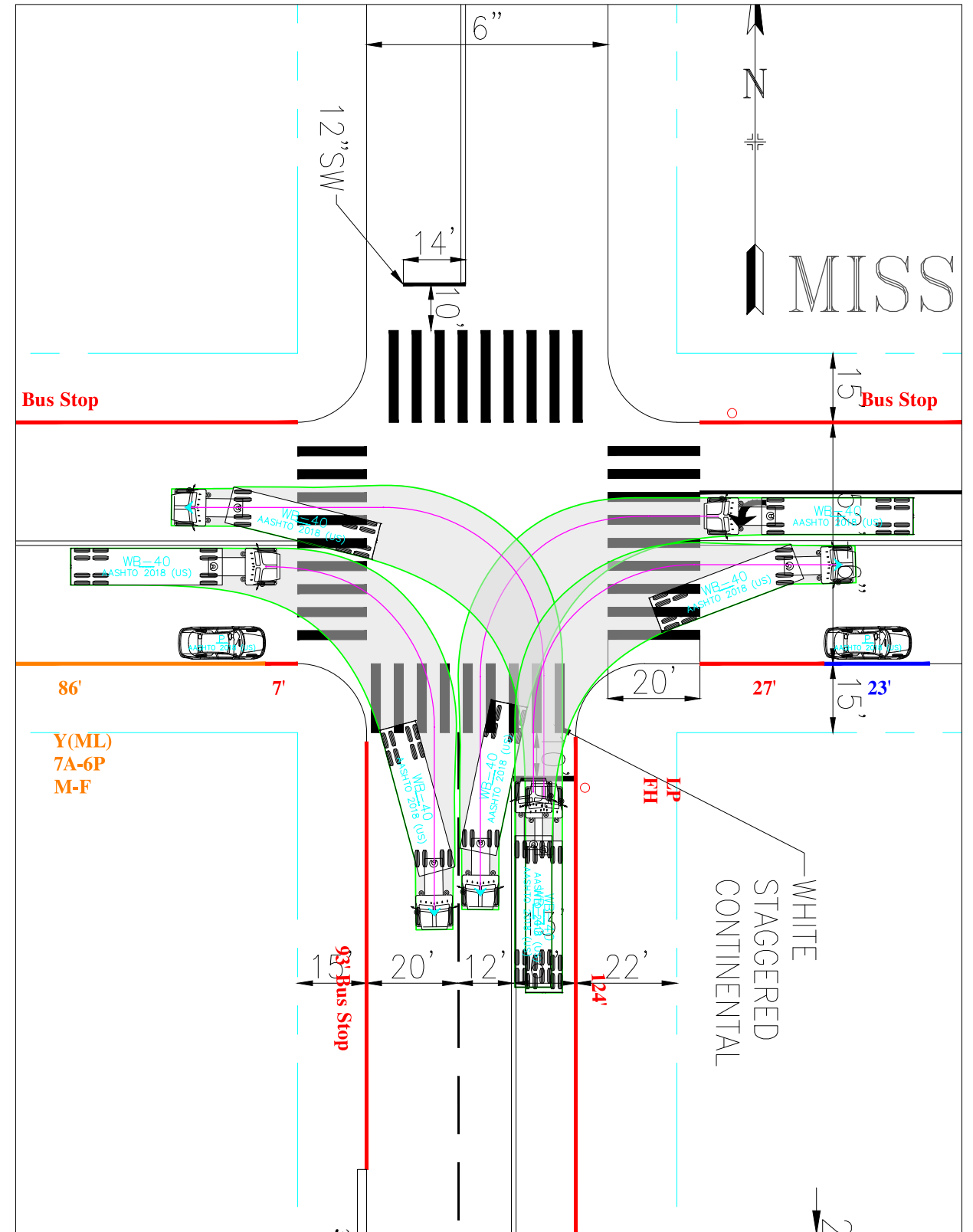
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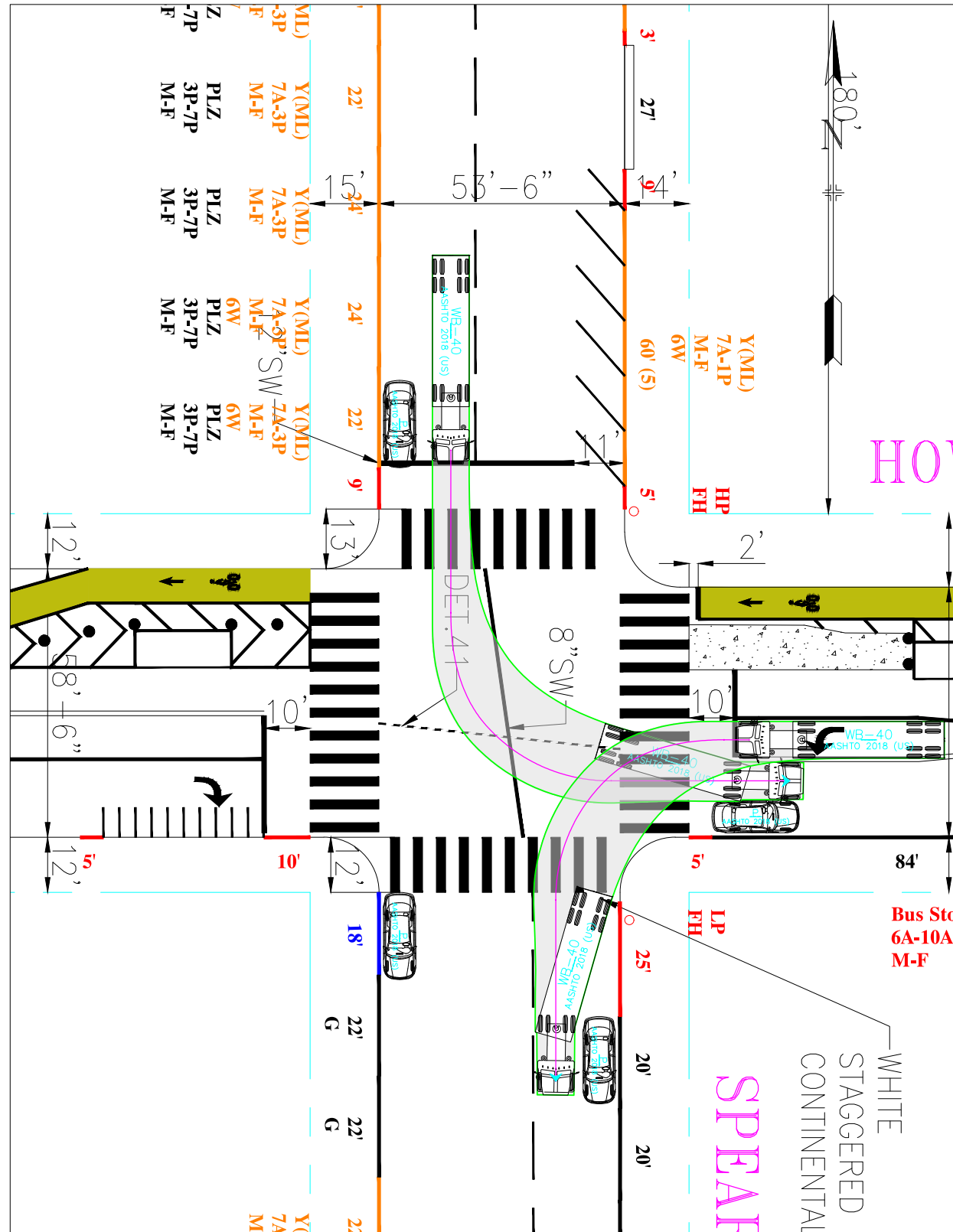
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MISSION STREET

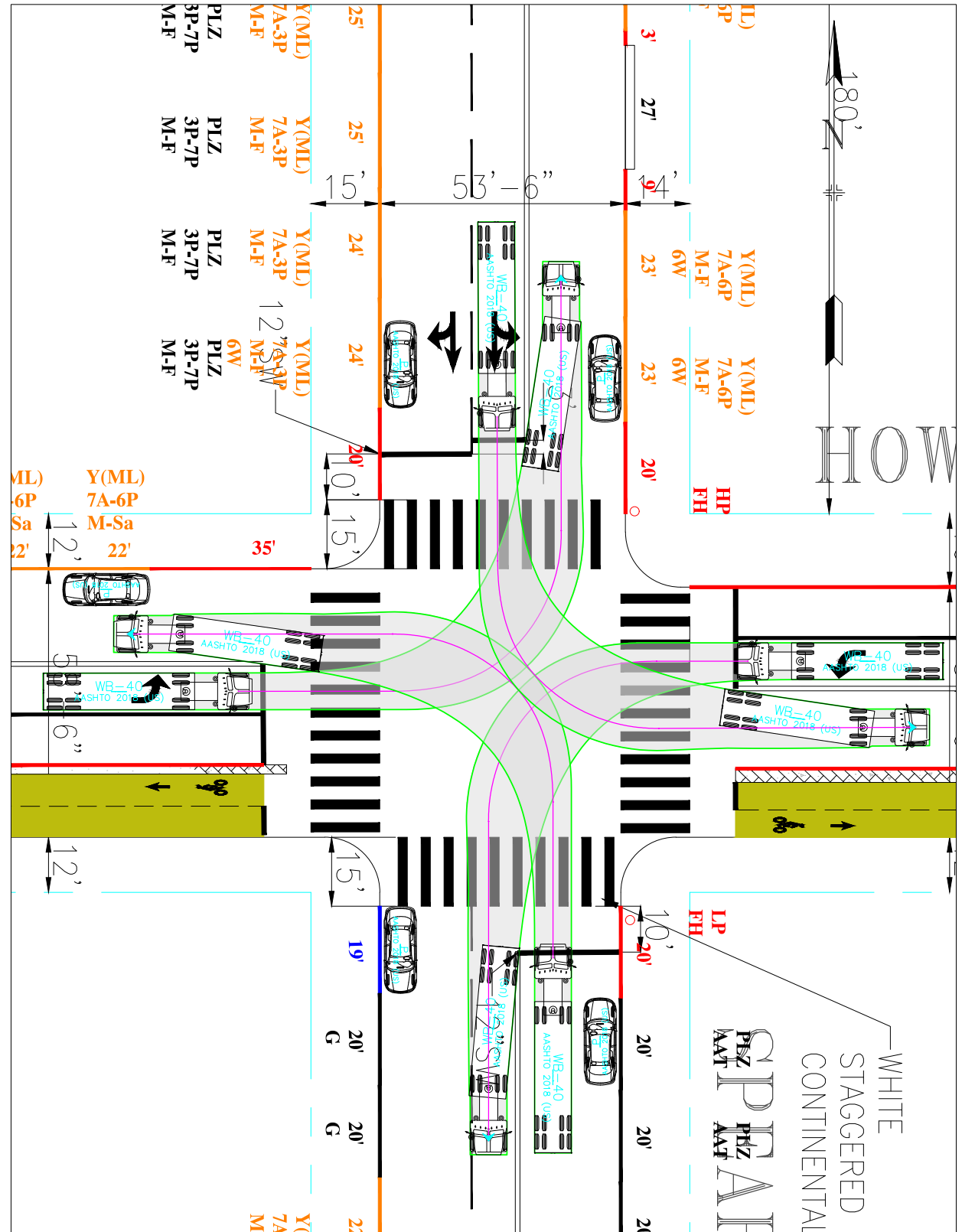
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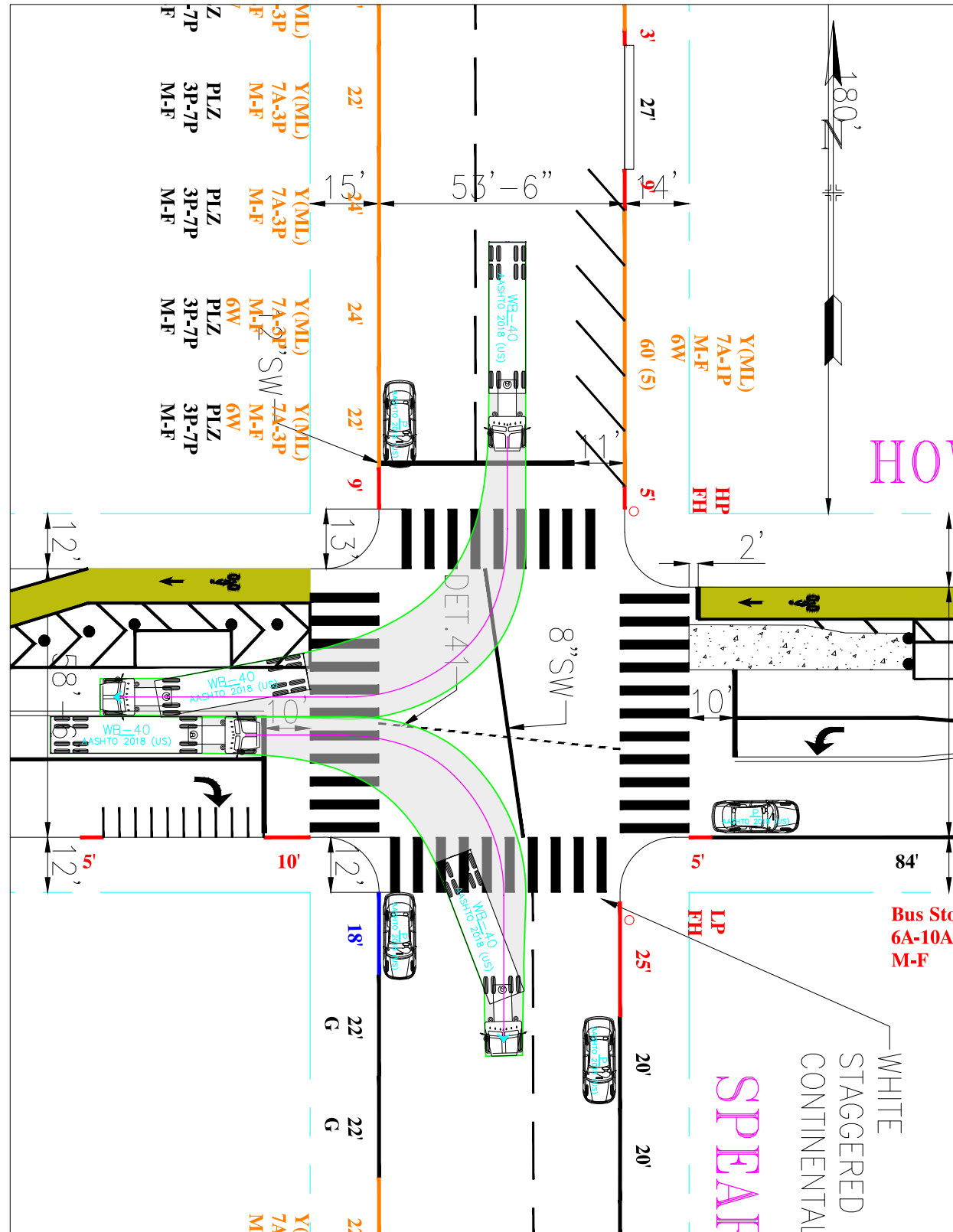
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HOWARD STREET

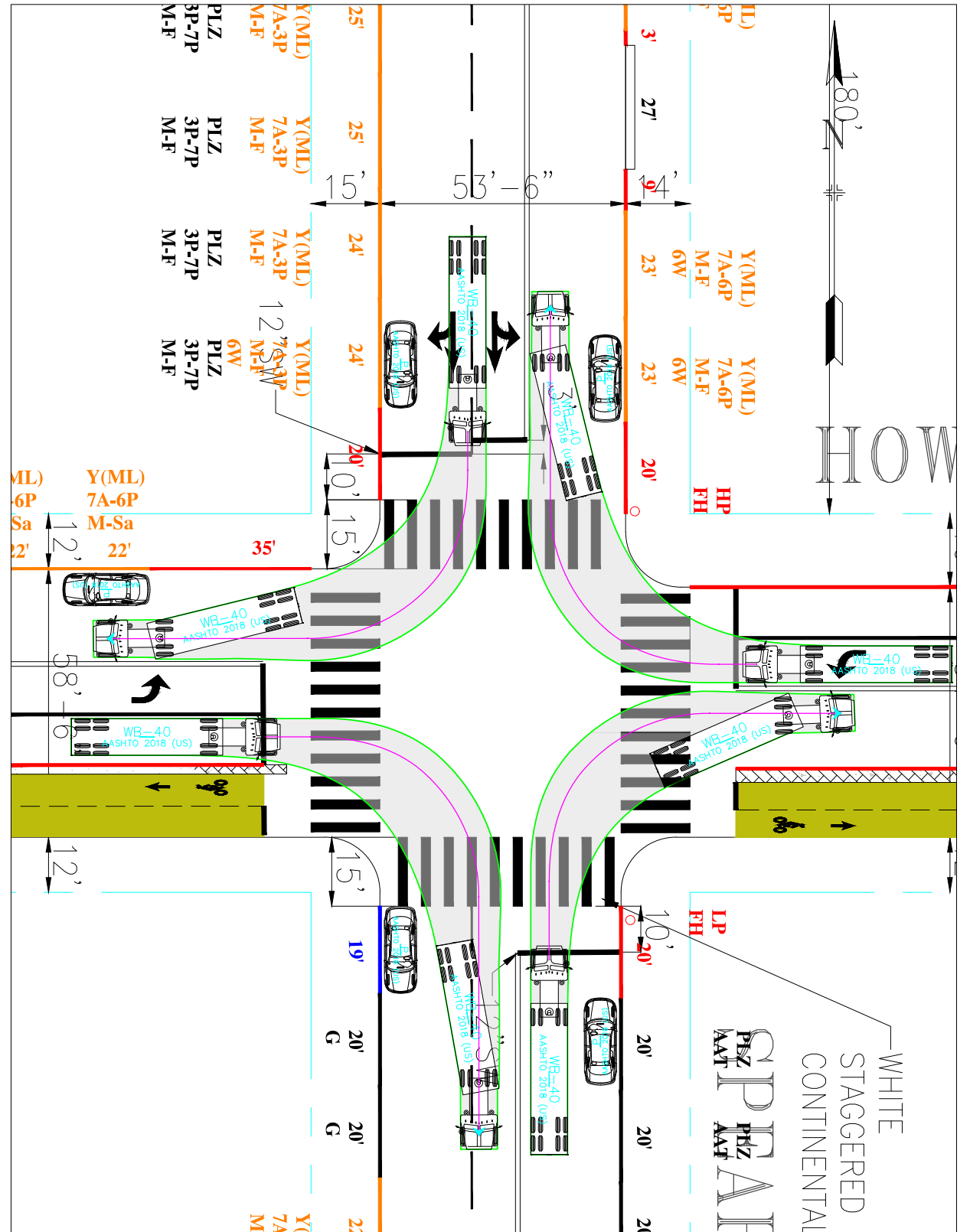
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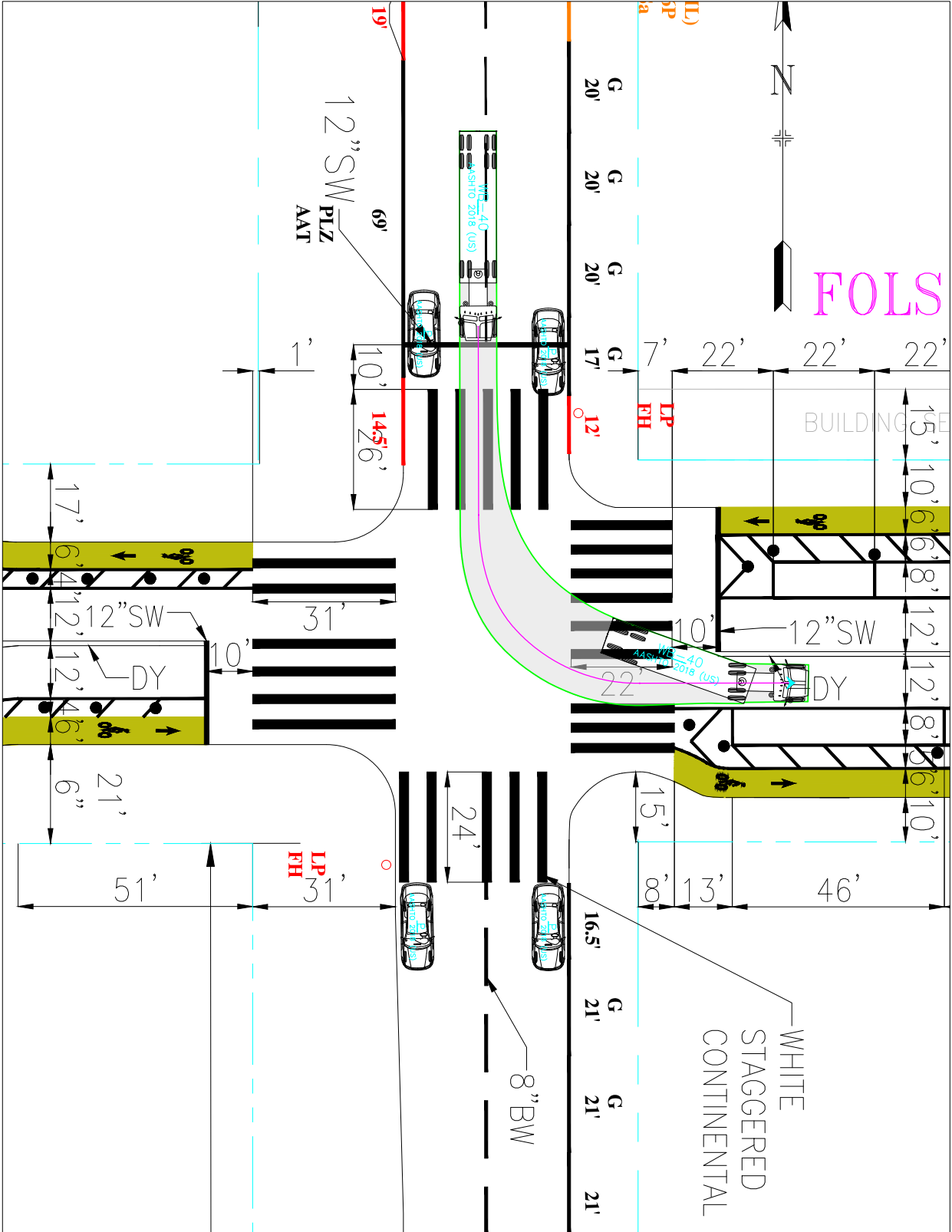
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SPEAR STREET  
HOWARD STREET

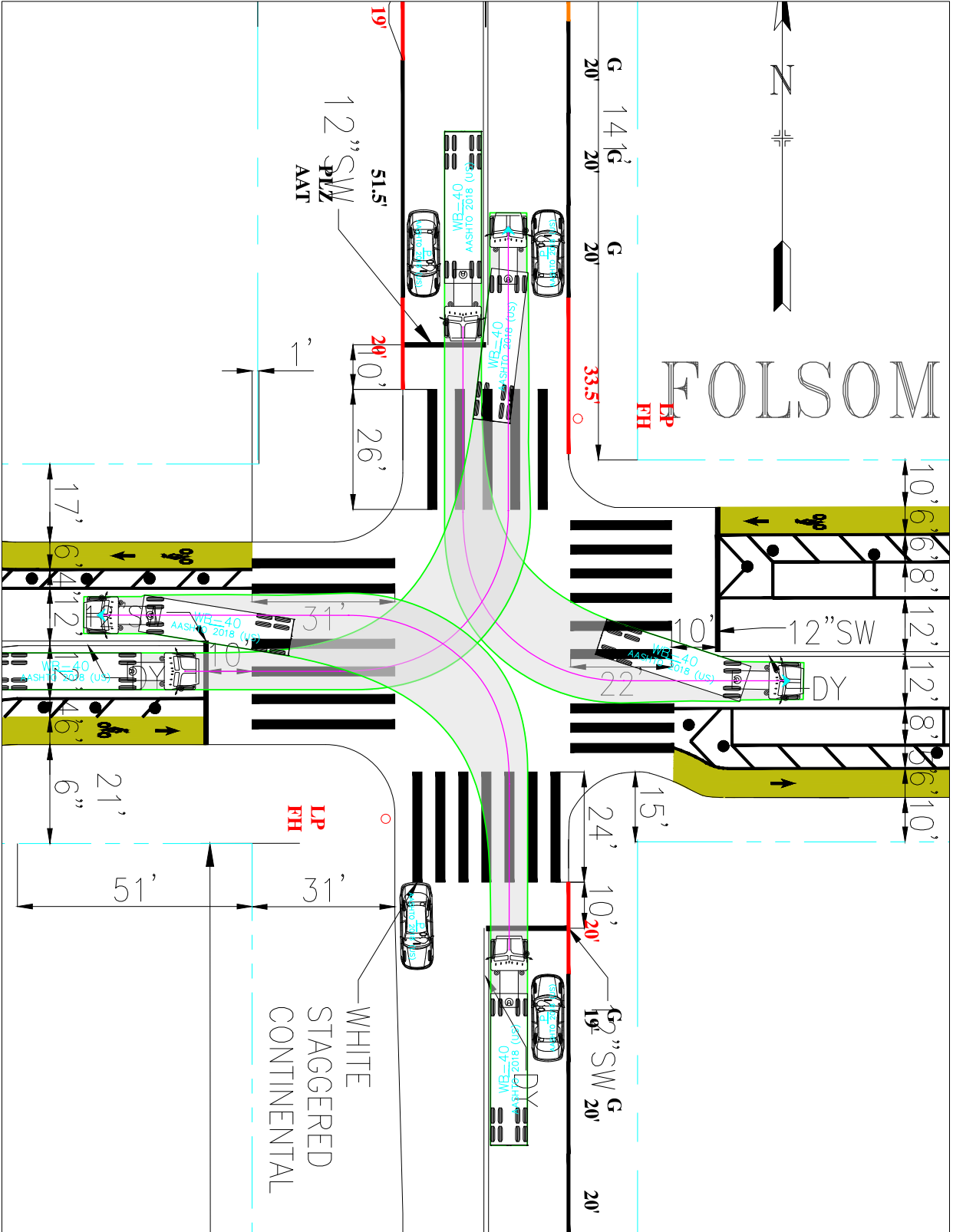
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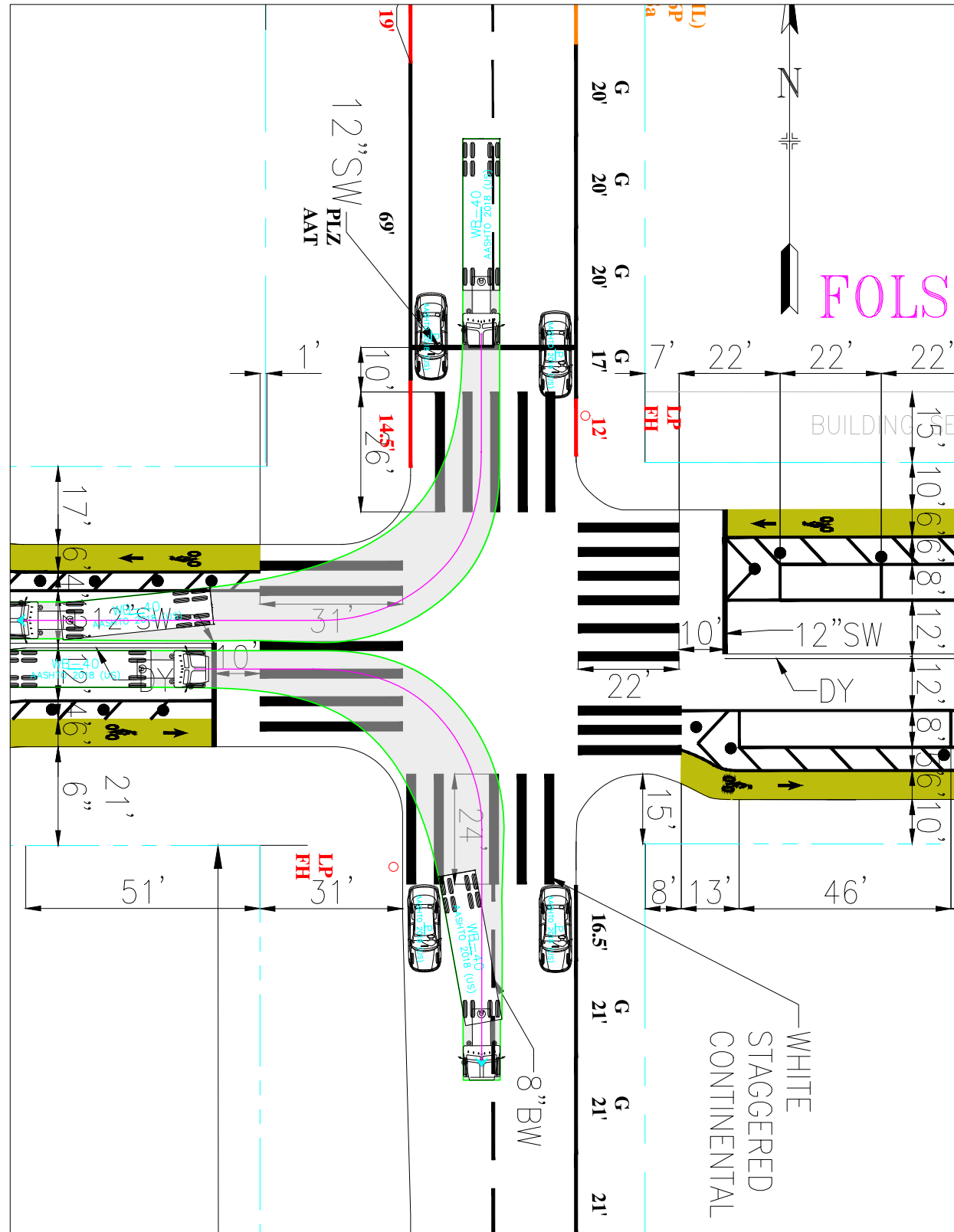
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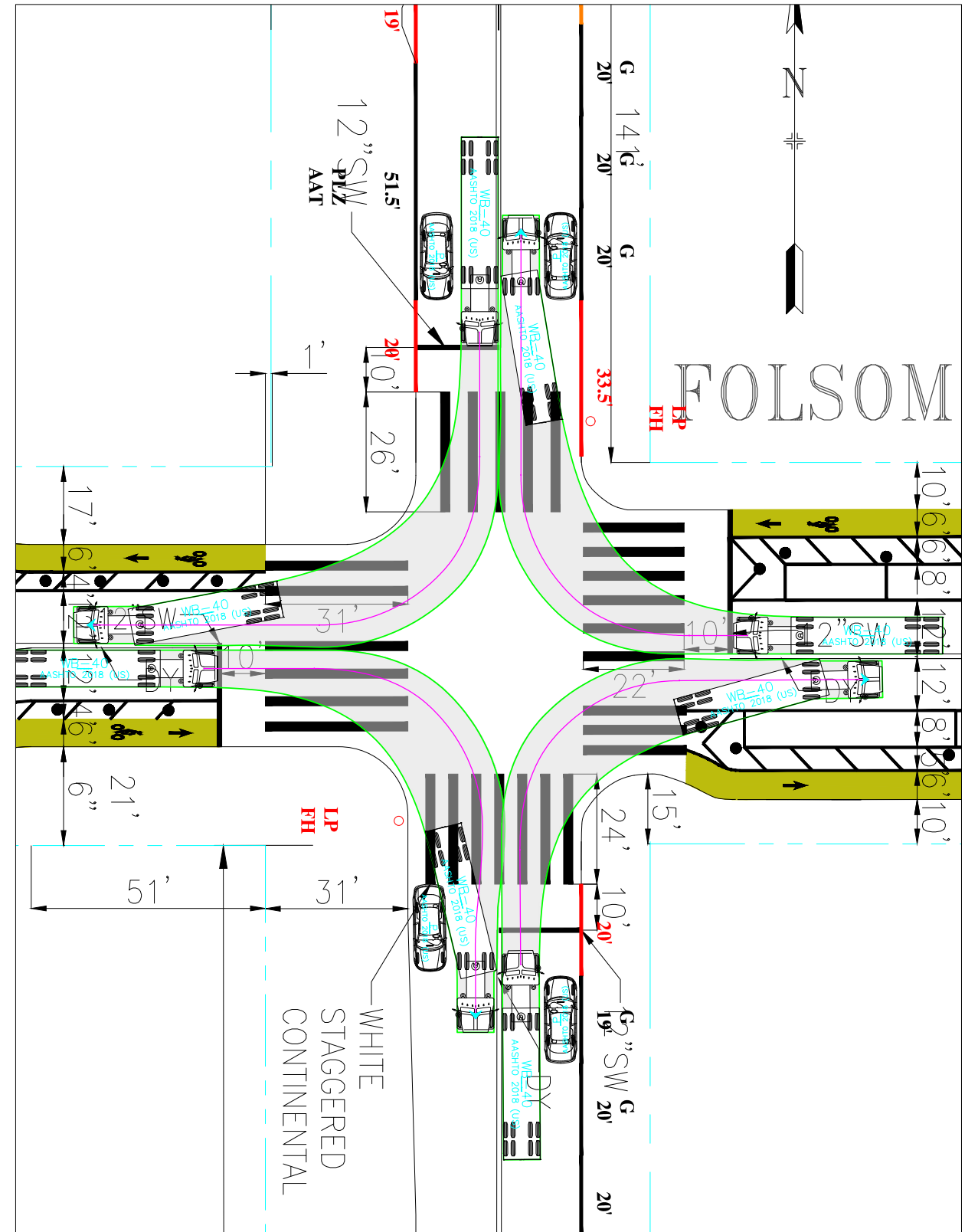
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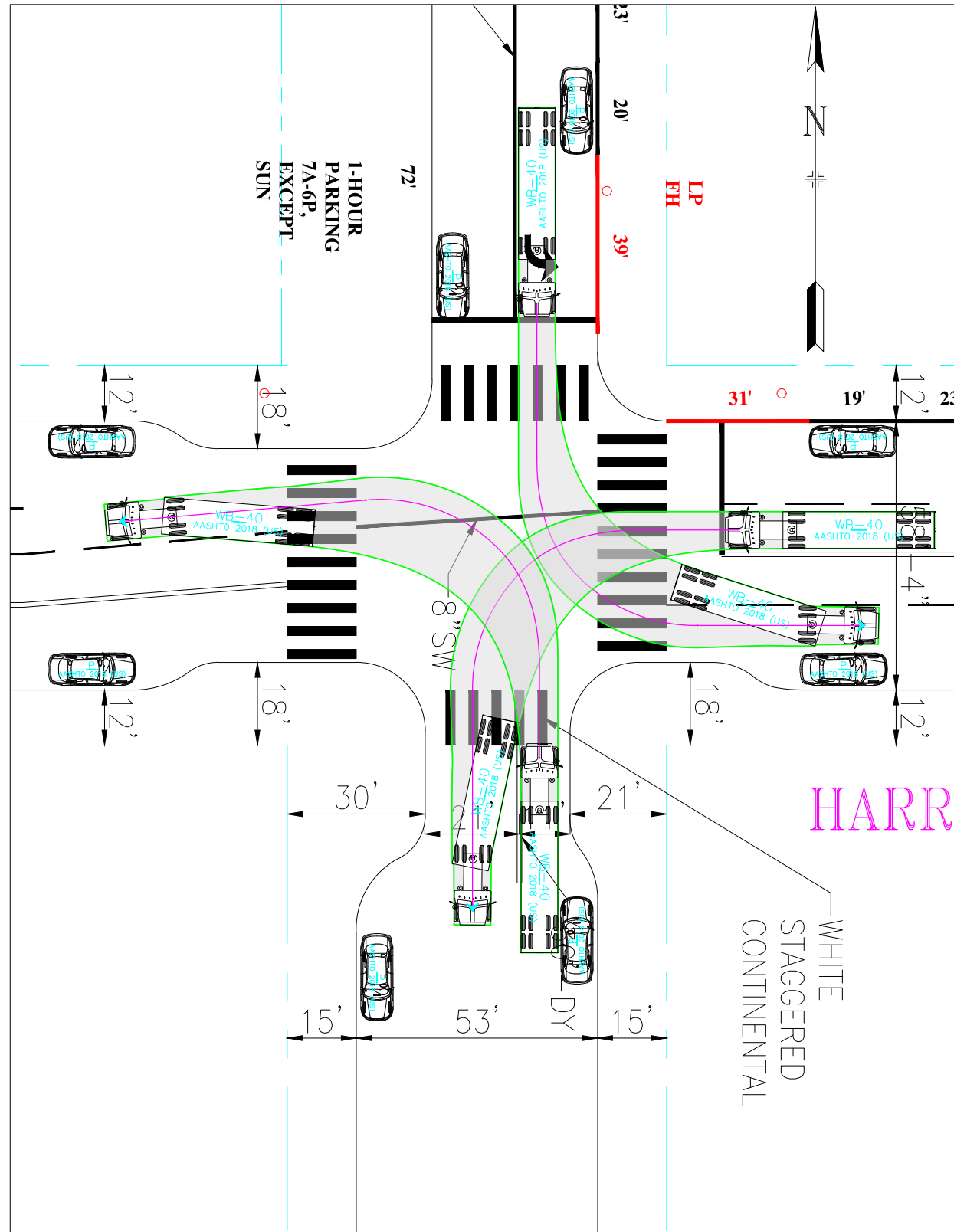


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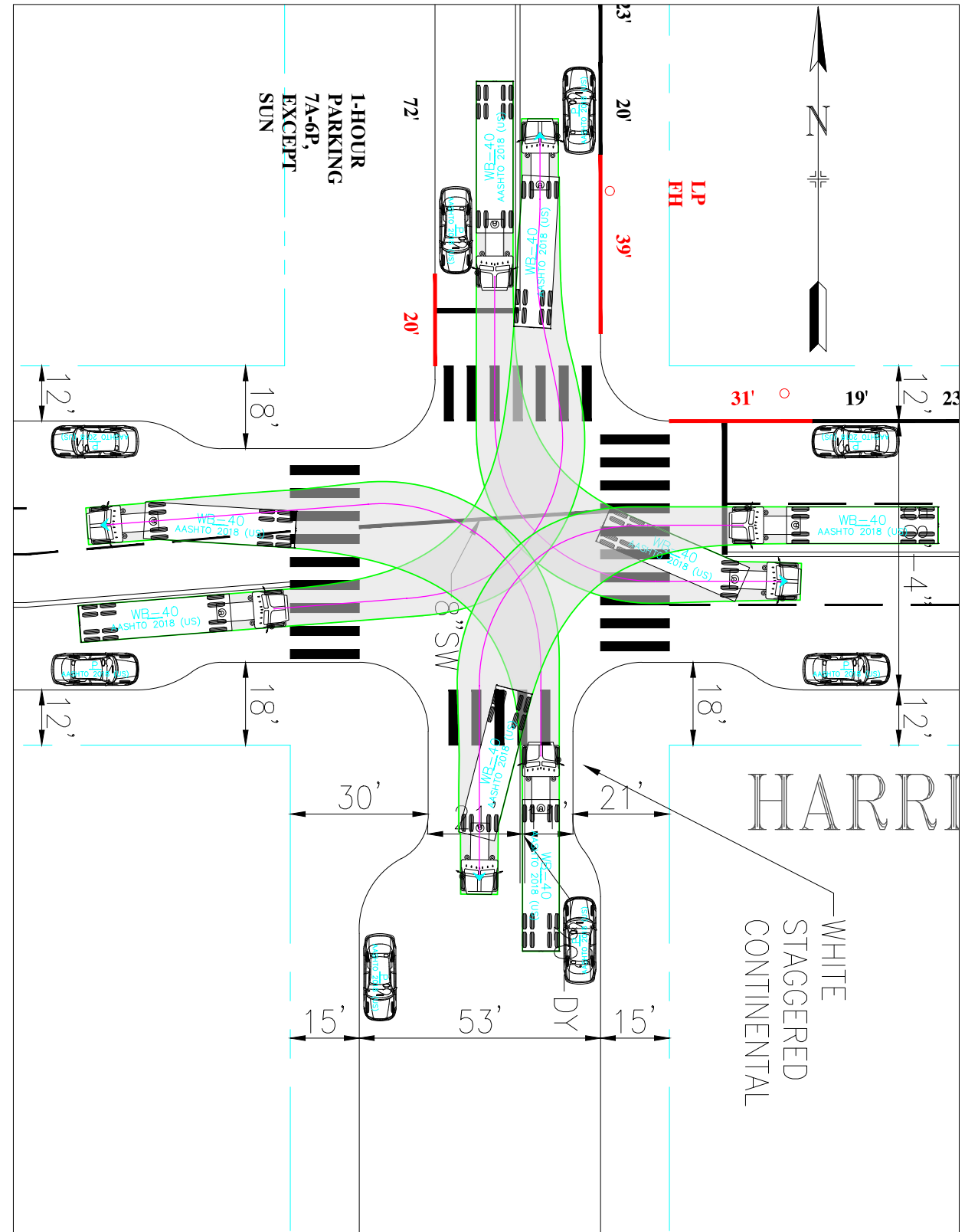
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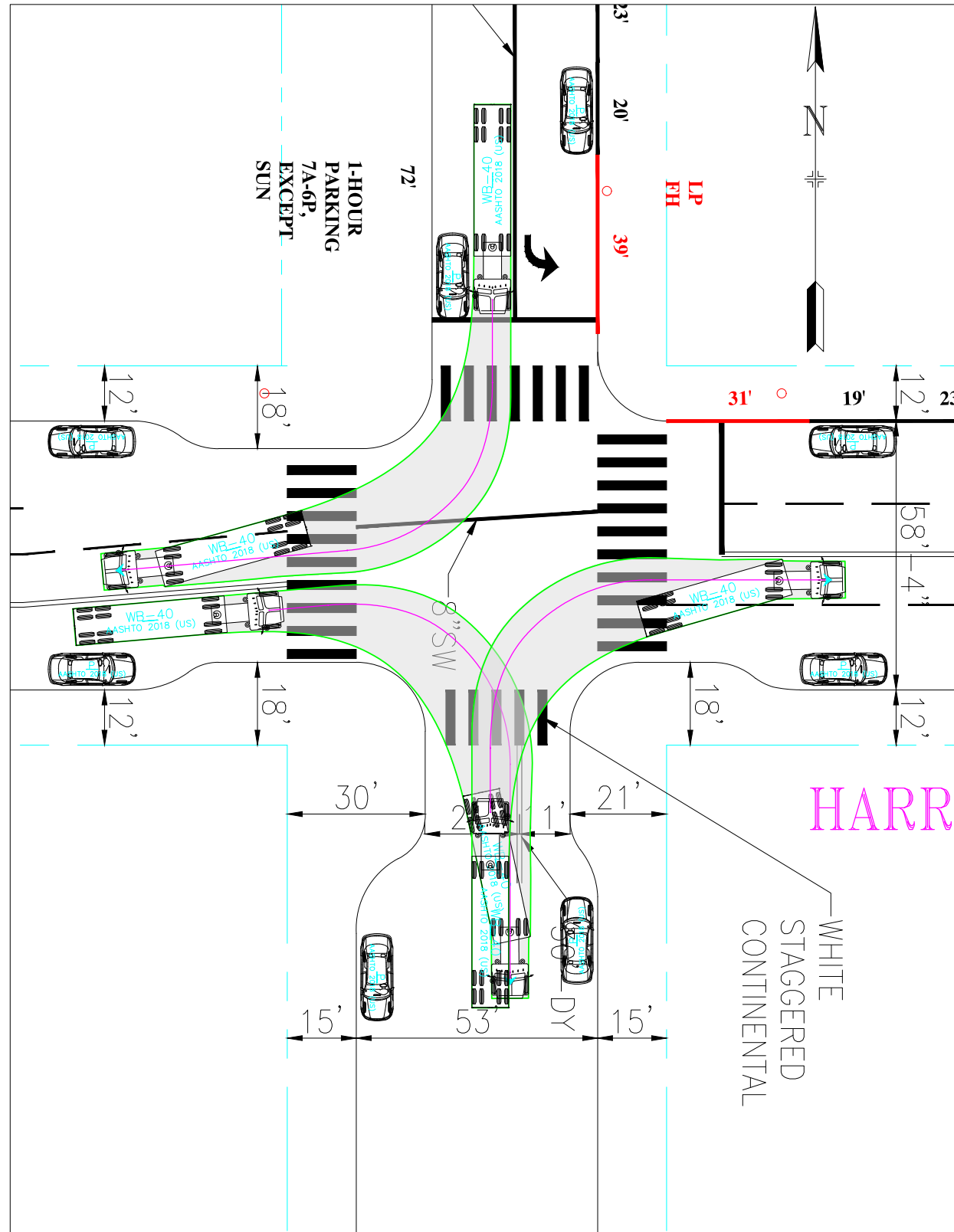
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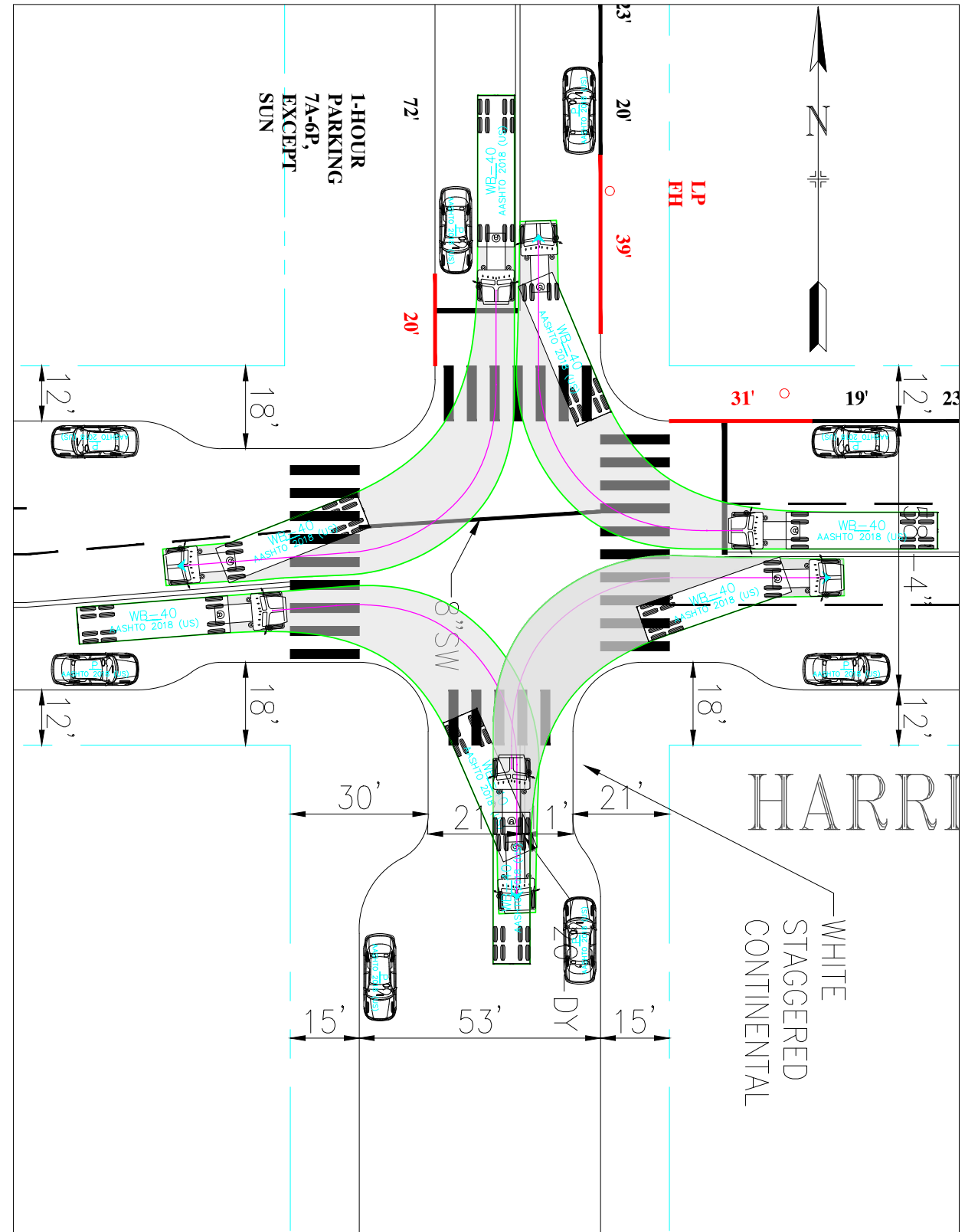
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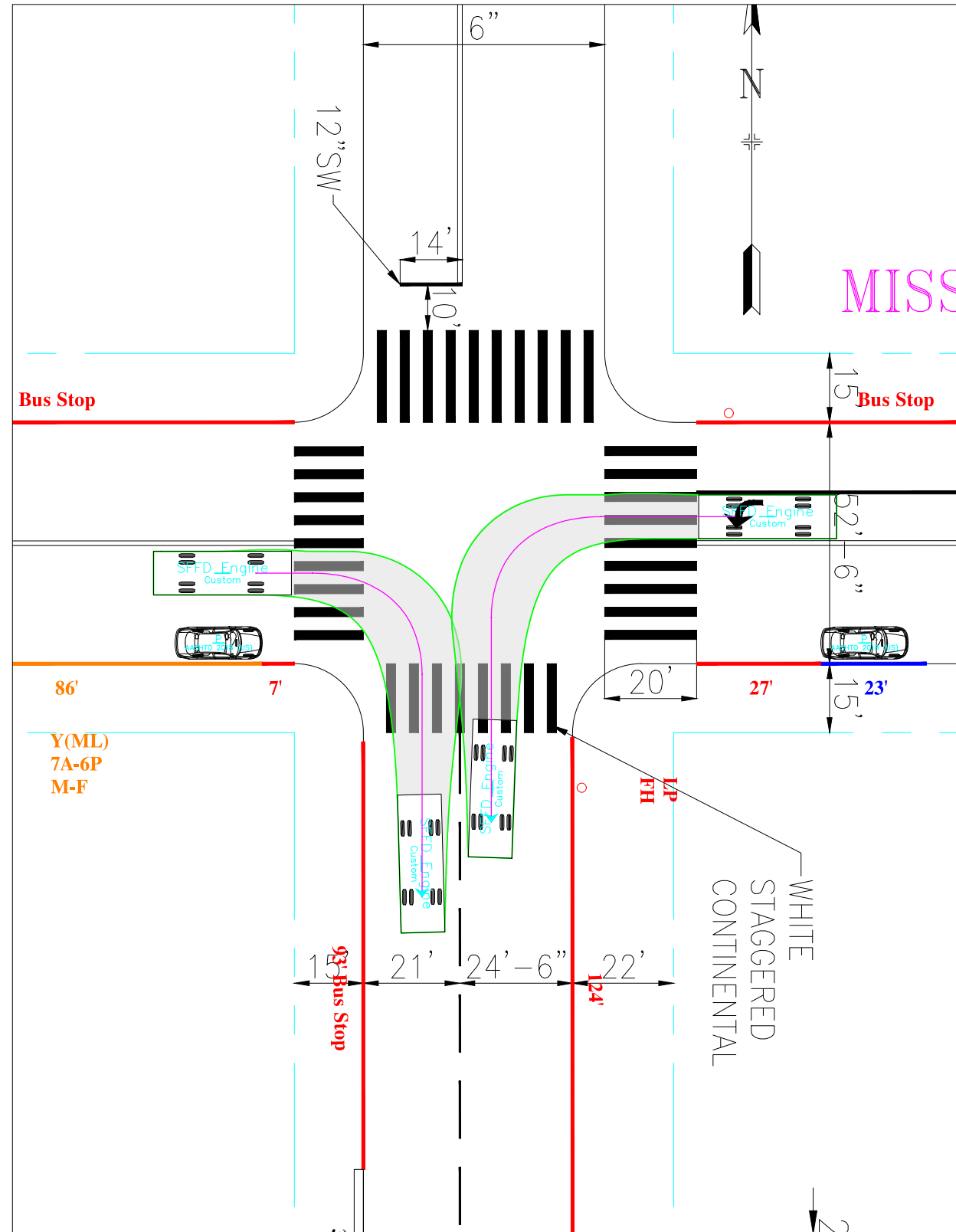
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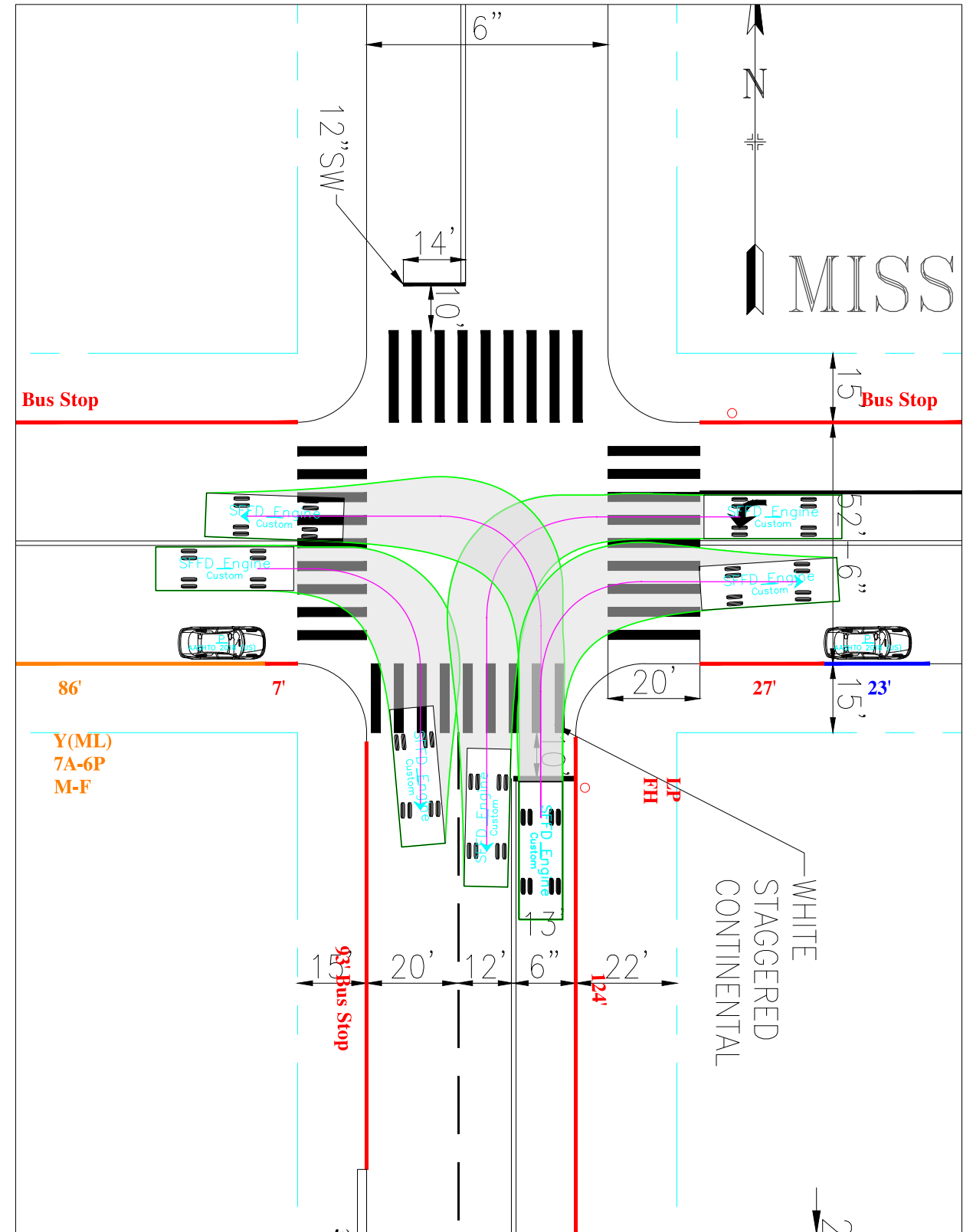
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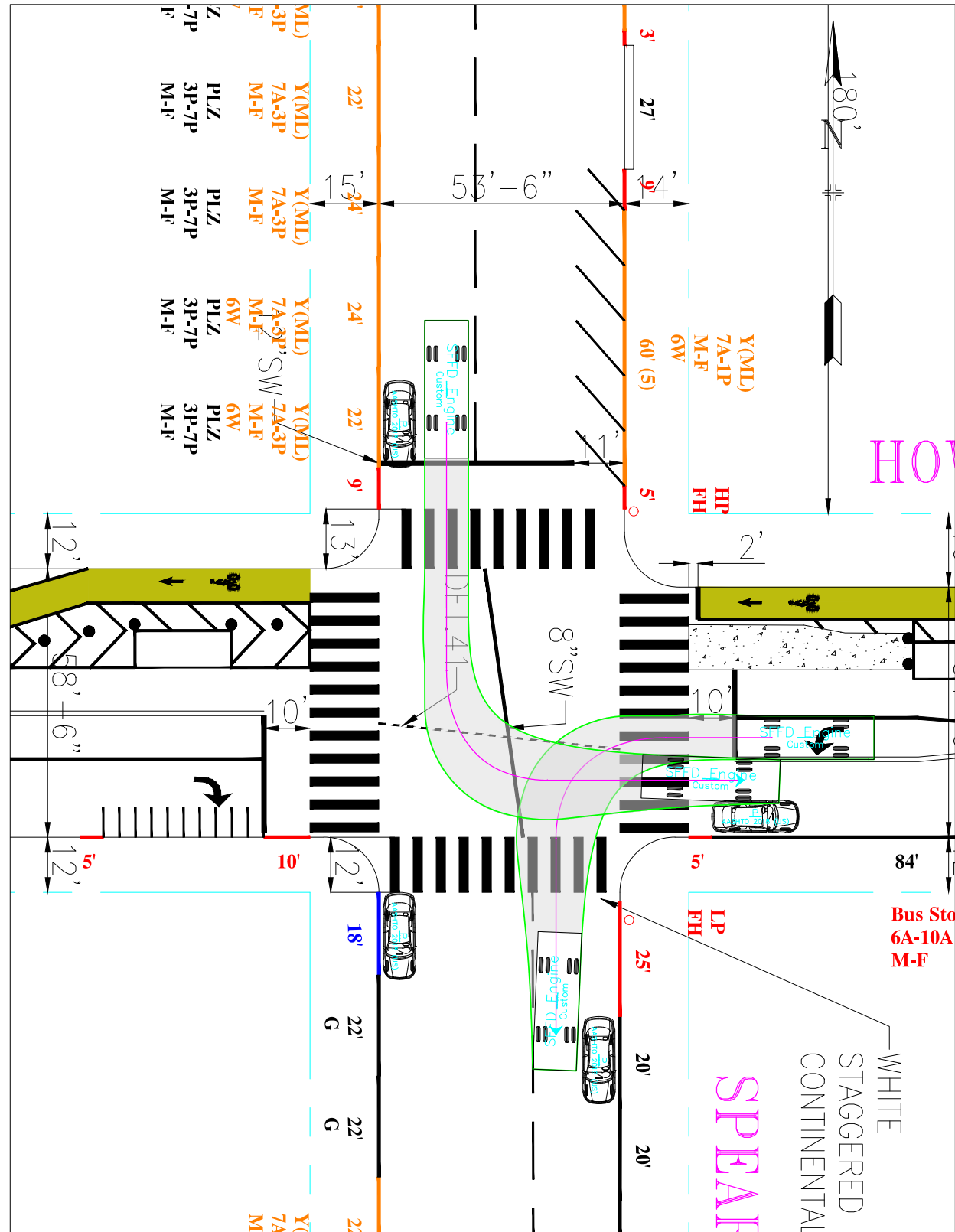
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**Fire Engine**  
**SPEAR STREET**  
**MISSION STREET**

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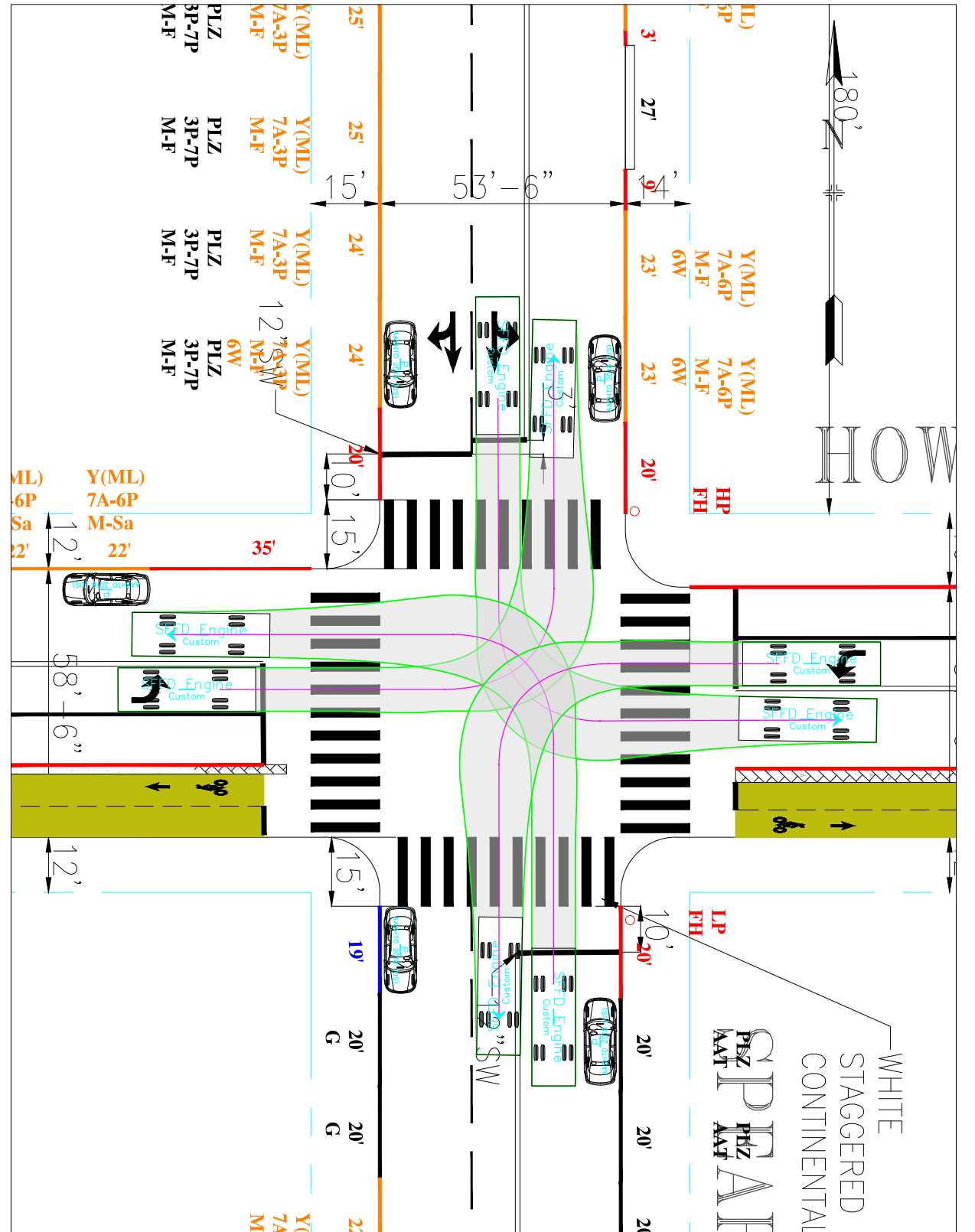
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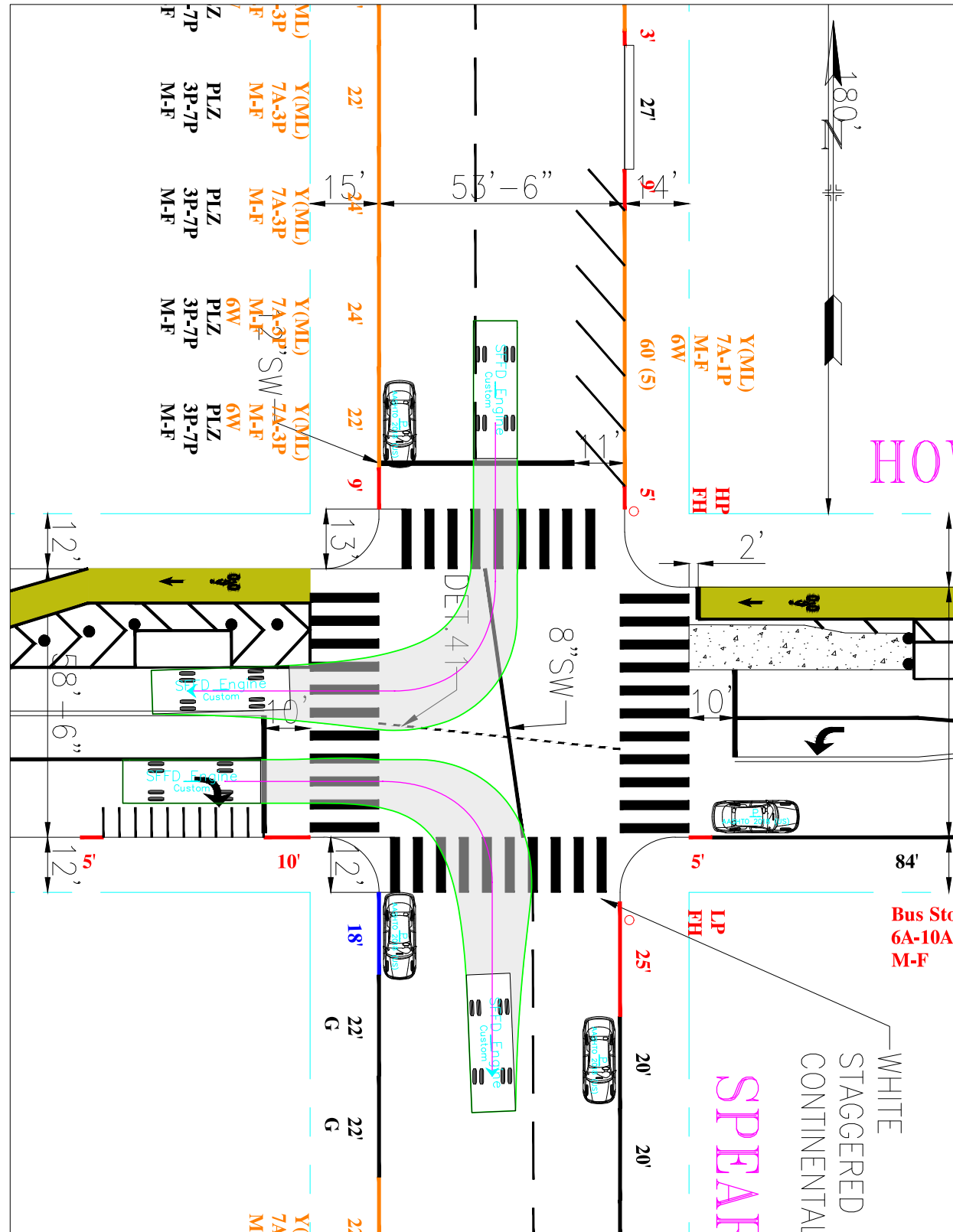
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Fire Engine  
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HOWARD STREET

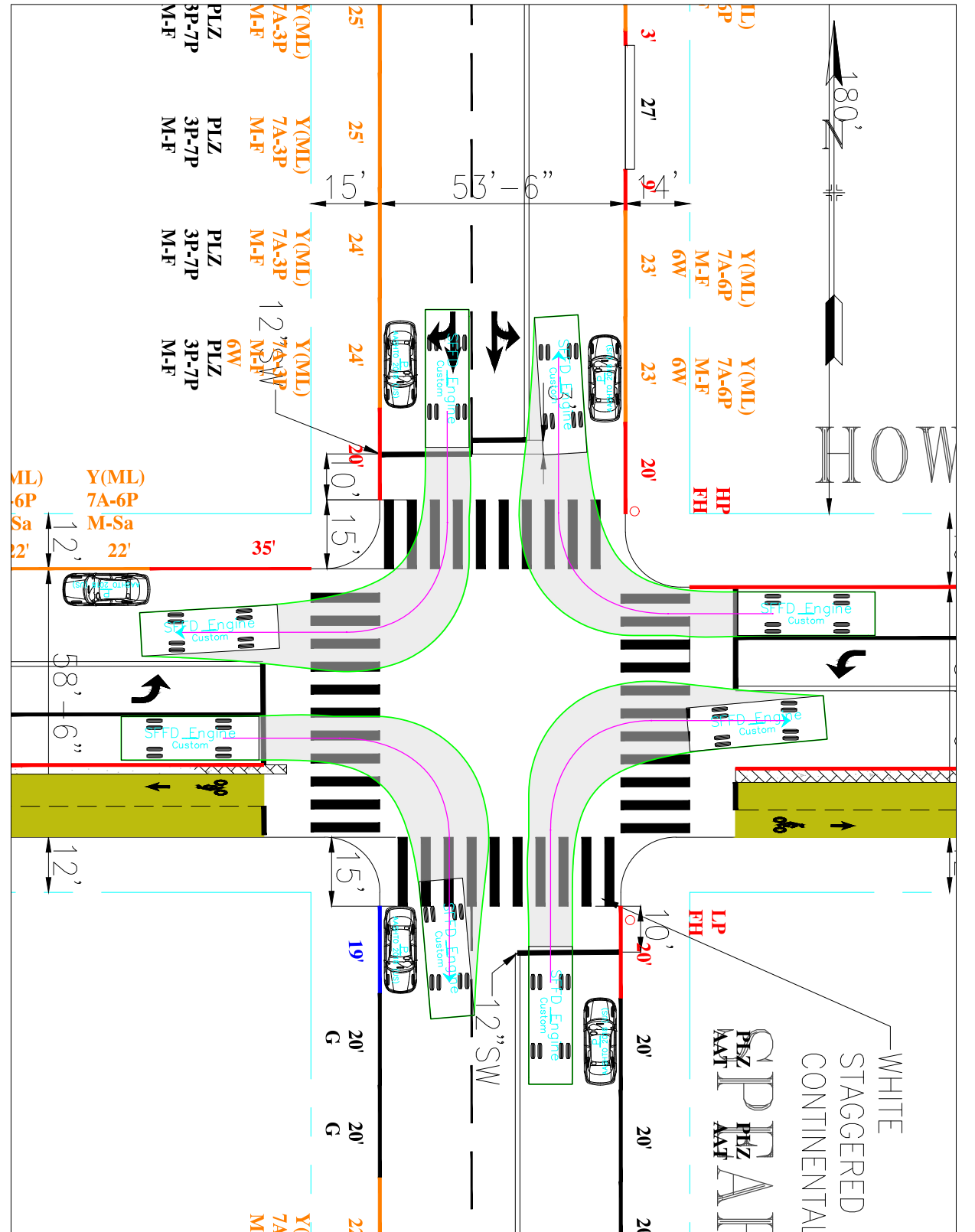
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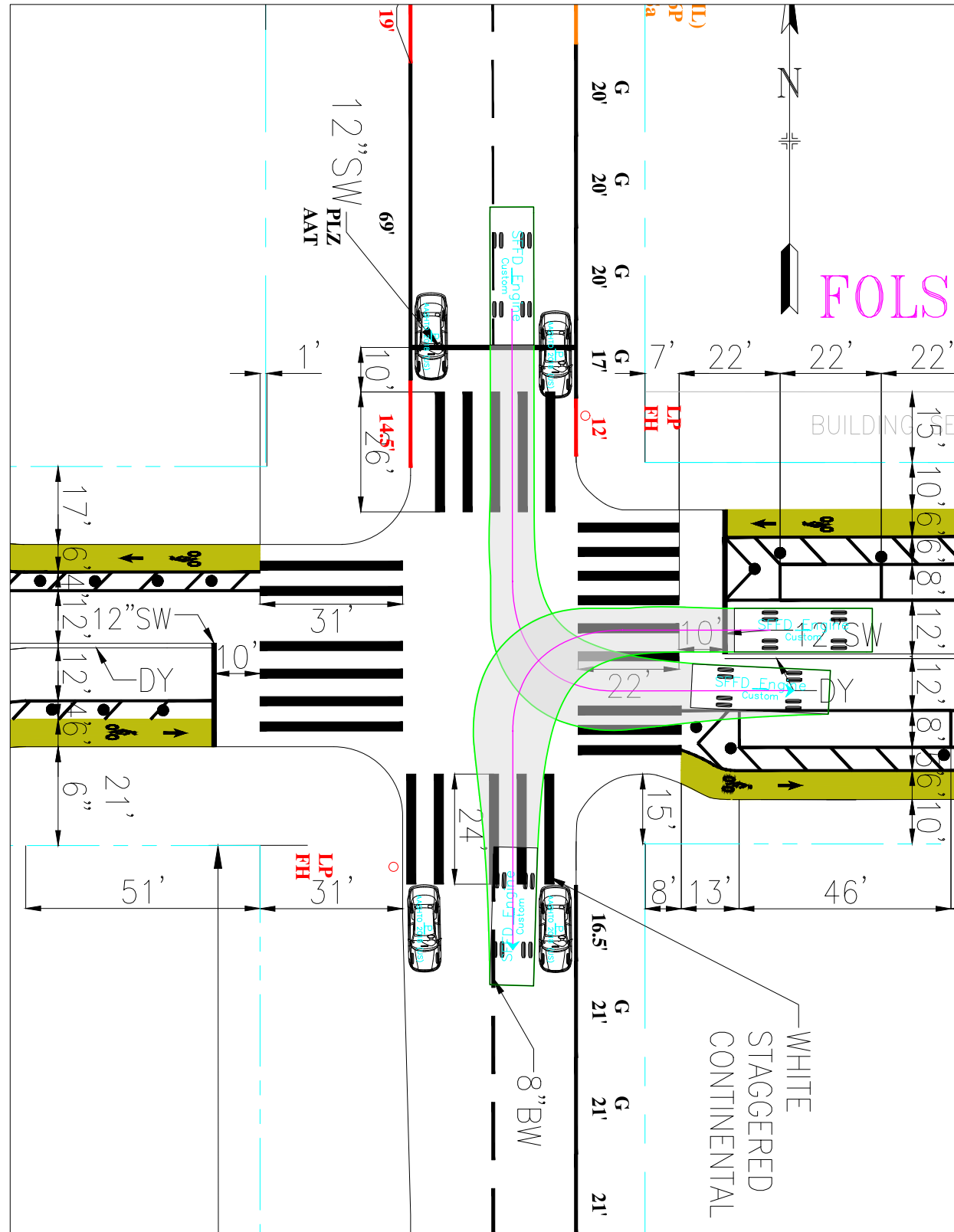
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Fire Engine  
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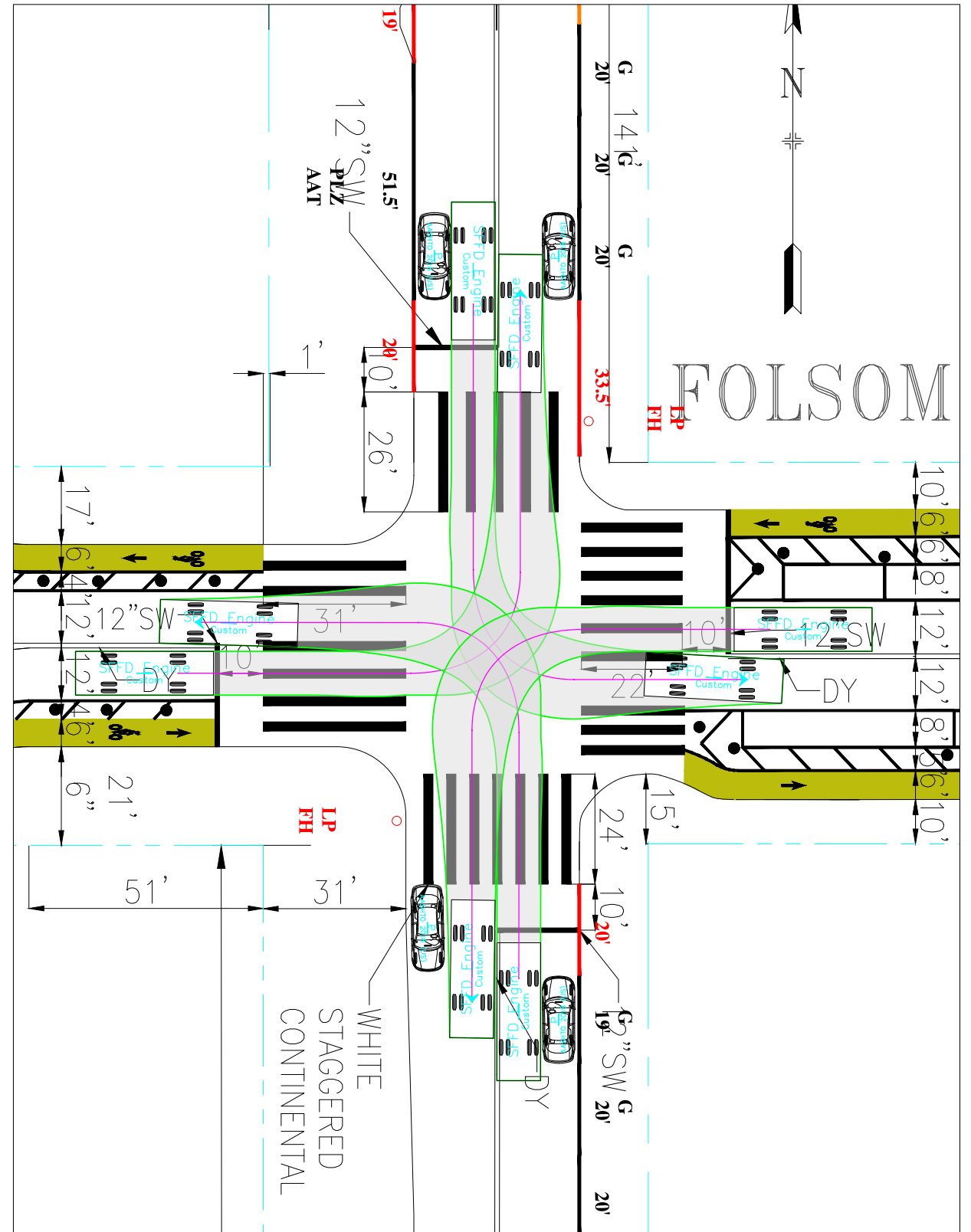
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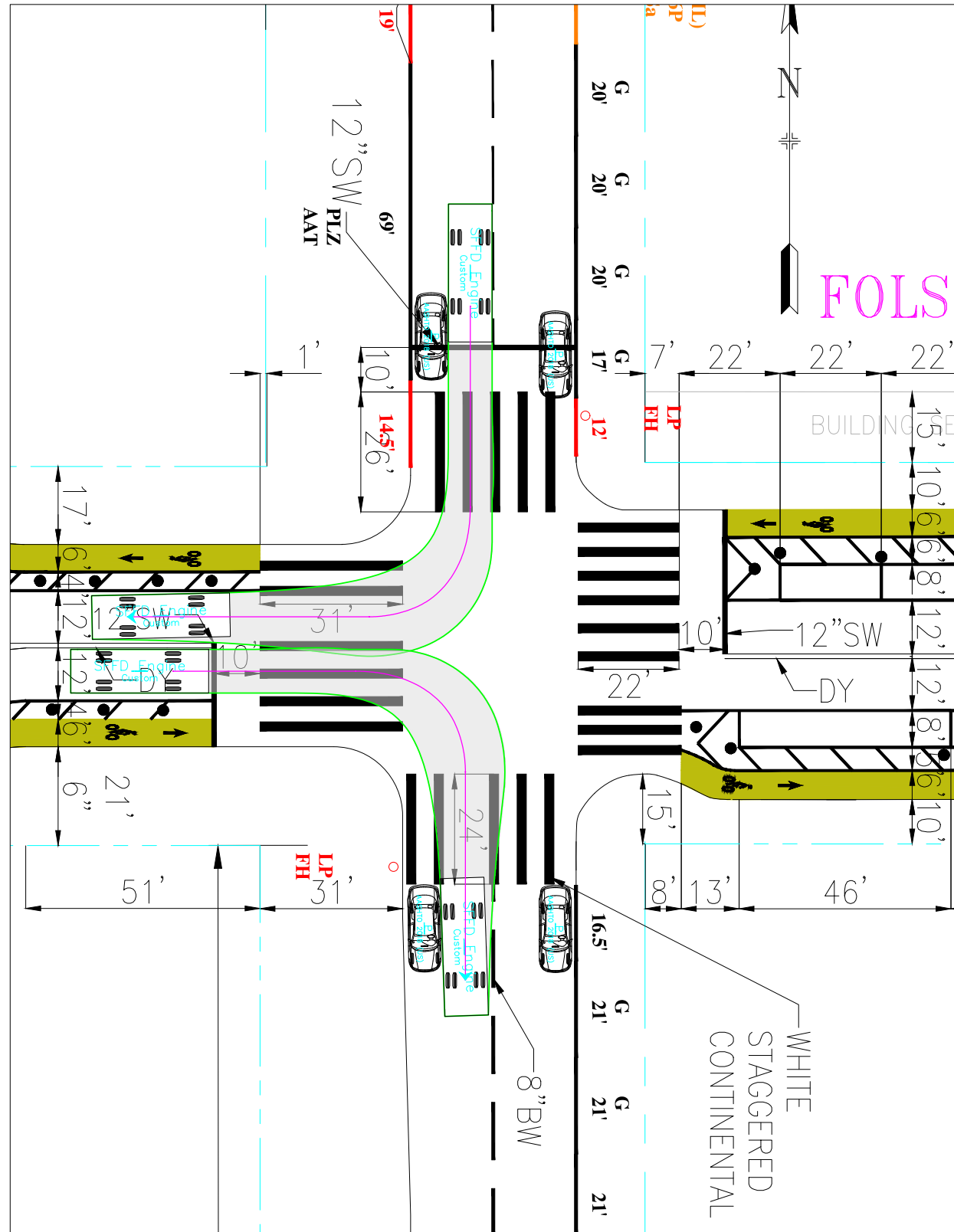
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**Fire Engine**  
**SPEAR STREET**  
**FOLSOM STREET**

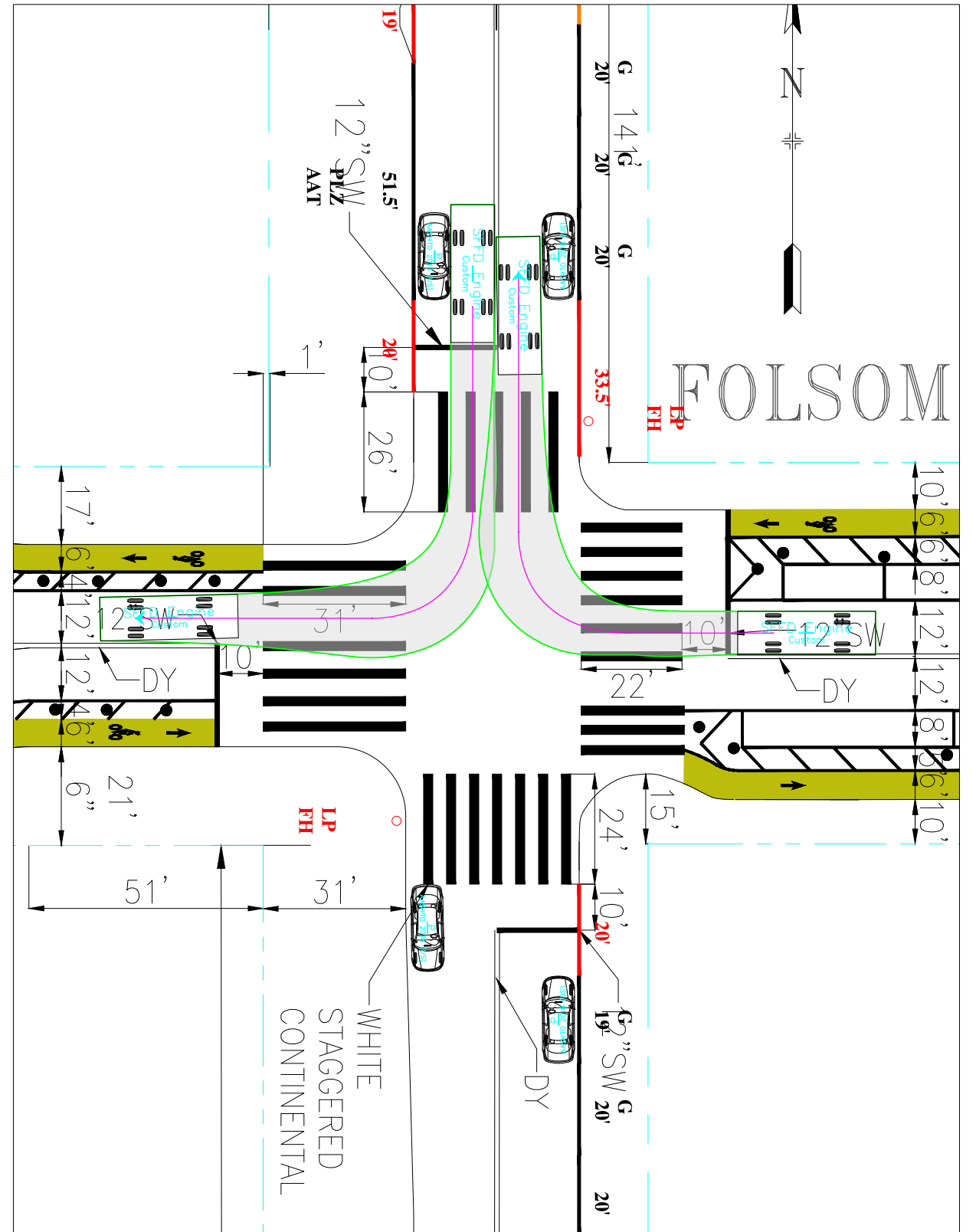
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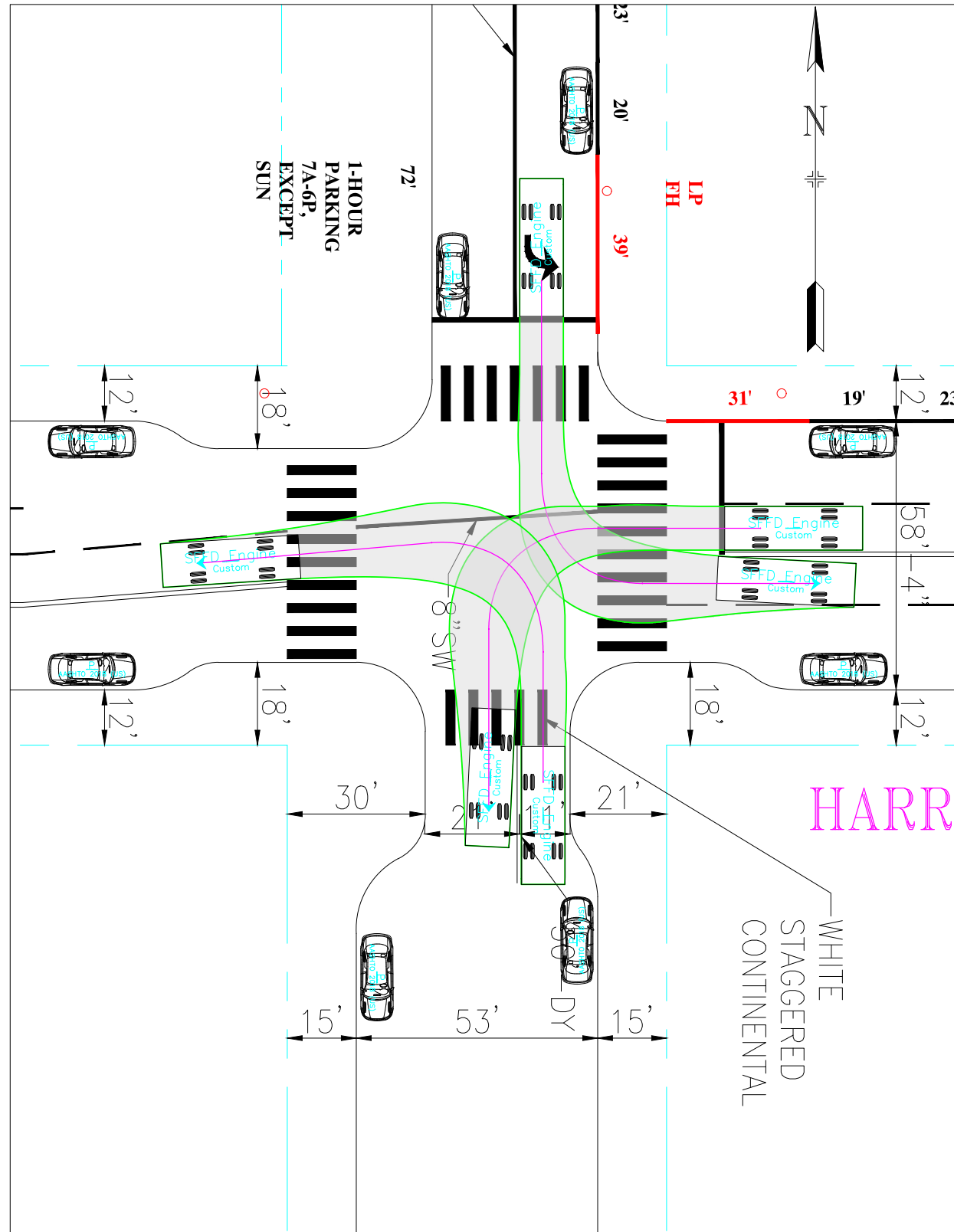
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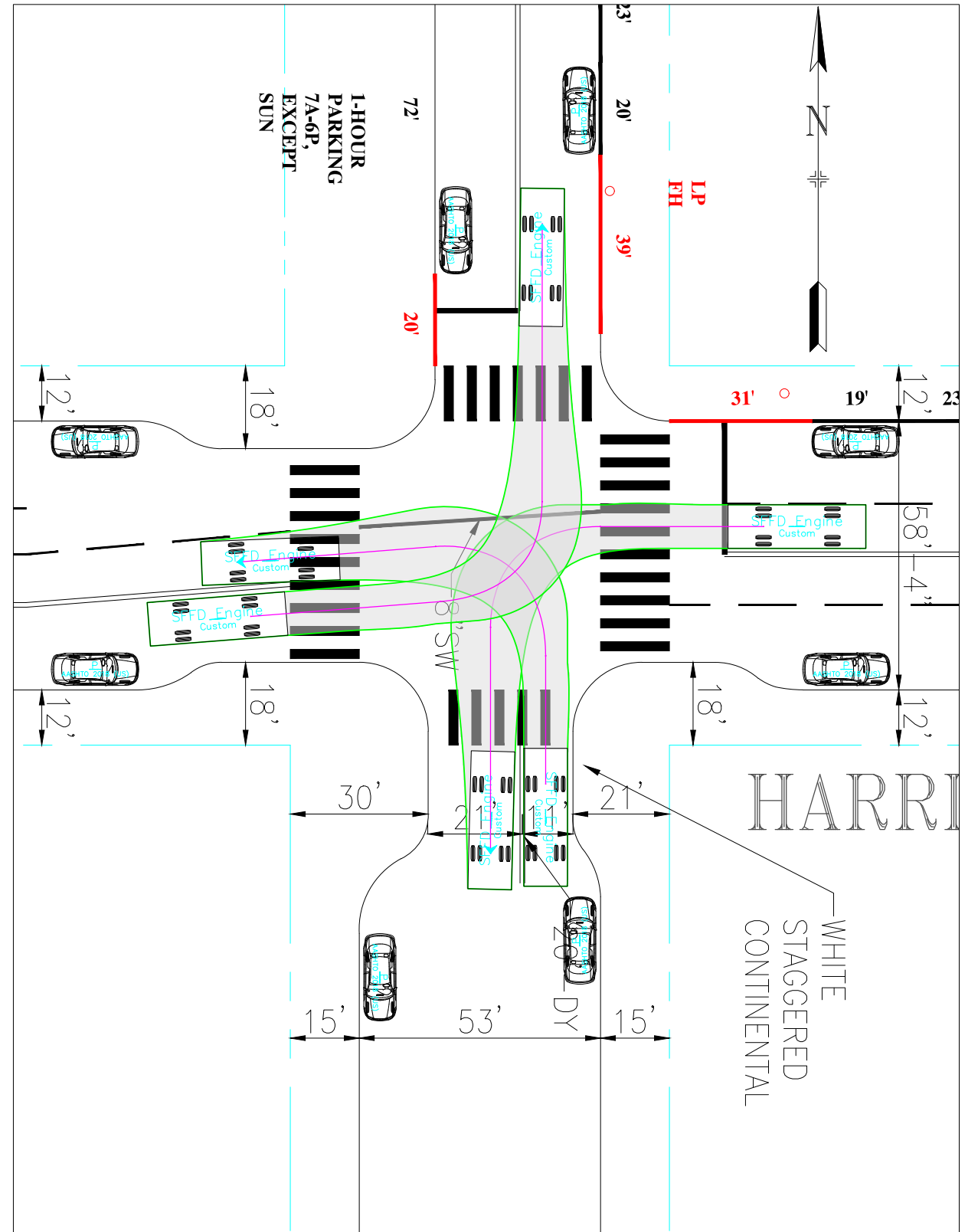
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DRAWN: D.CARR	DATE: 01/20/2023	SENIOR ENGINEER	DATE:
CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY	CITY TRAFFIC ENGINEER	DATE:

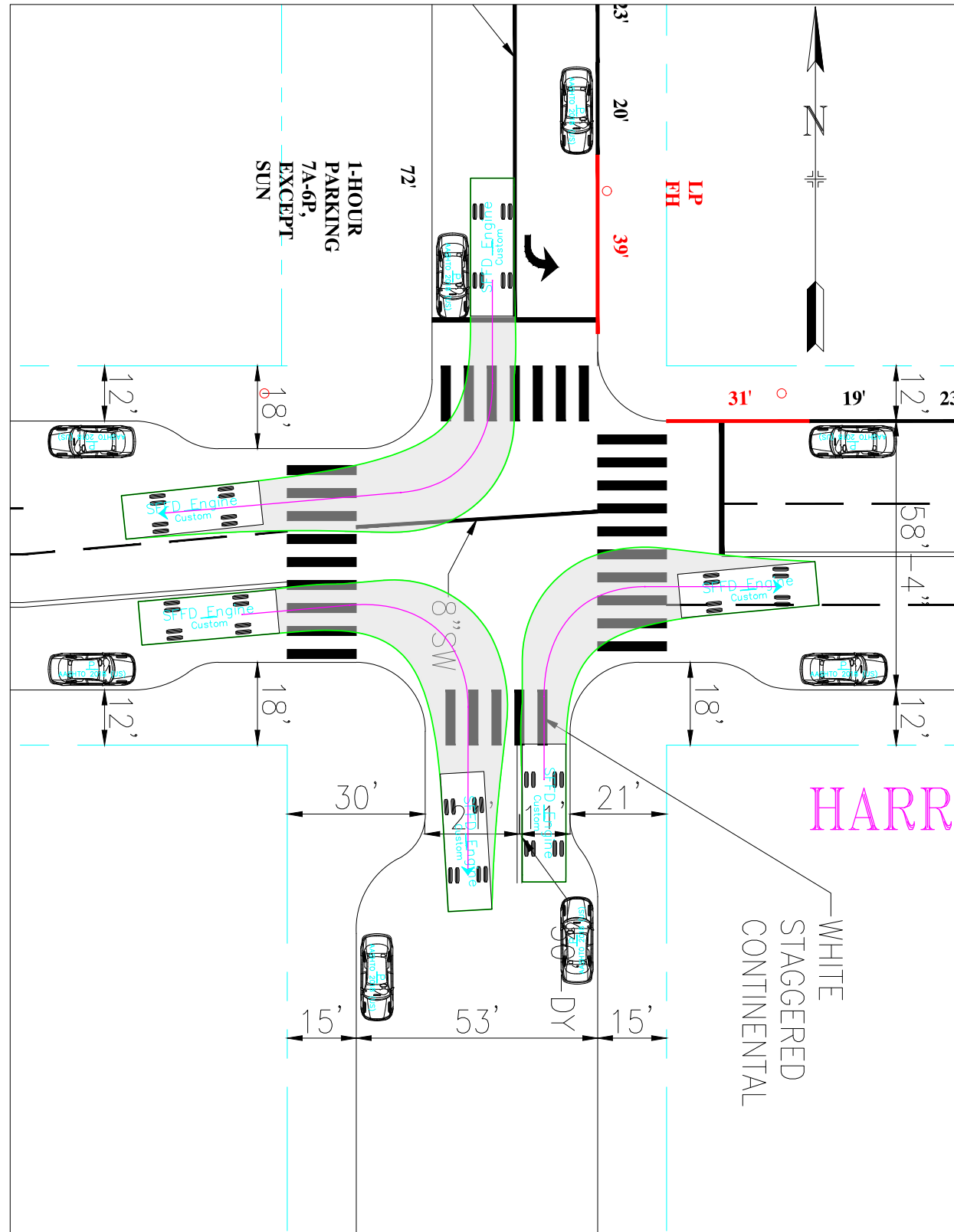
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SHEET/SHEETS: XX OF XX	

Turn Templates (LT)  
Fire Engine  
SPEAR STREET  
HARRISON STREET

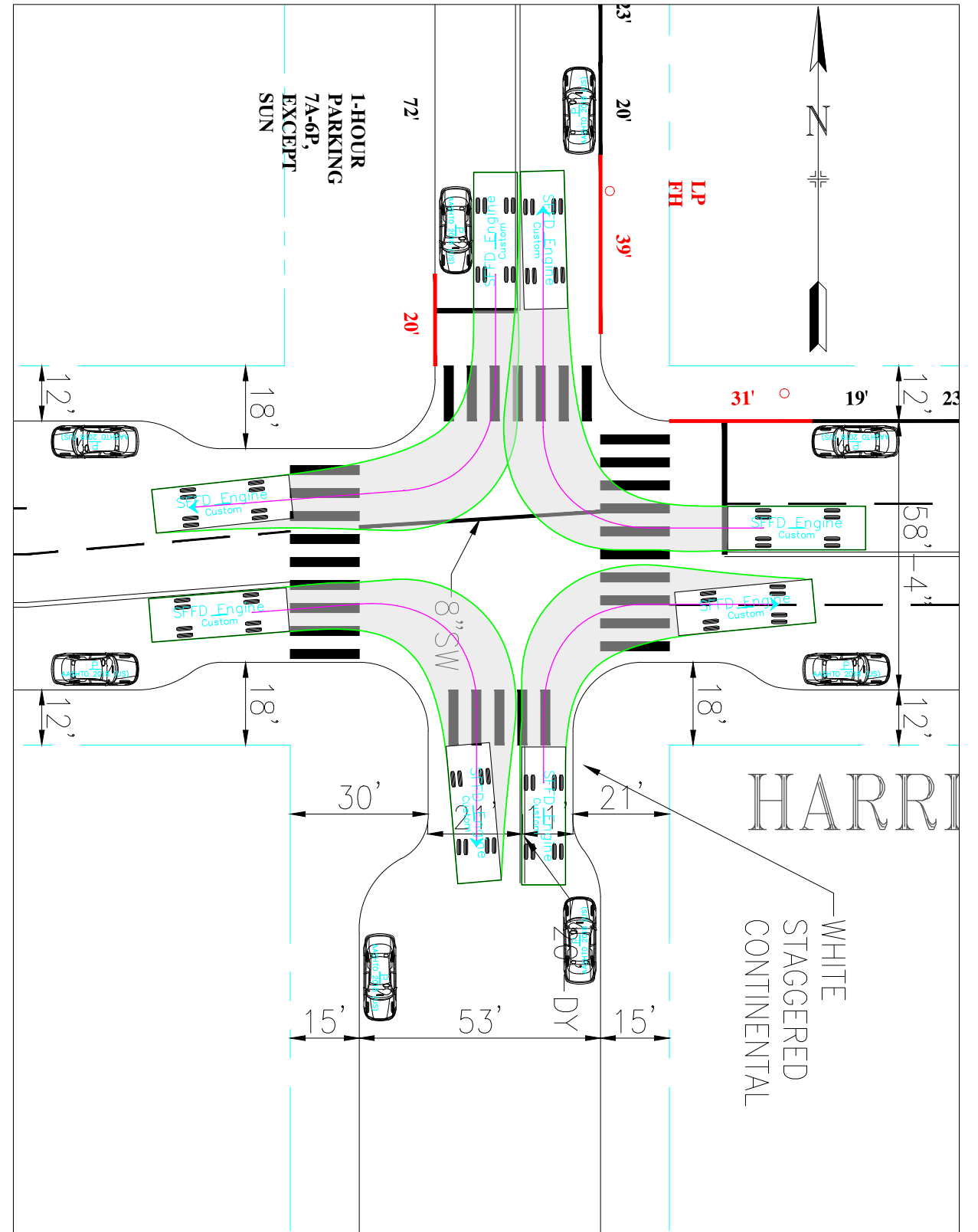
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DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

FILE NAME:  
DATE: ---/---/---

# Existing



# Proposed



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: D.CARR	DATE: 01/20/2023	SENIOR ENGINEER	DATE:
CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY	CITY TRAFFIC ENGINEER	DATE:

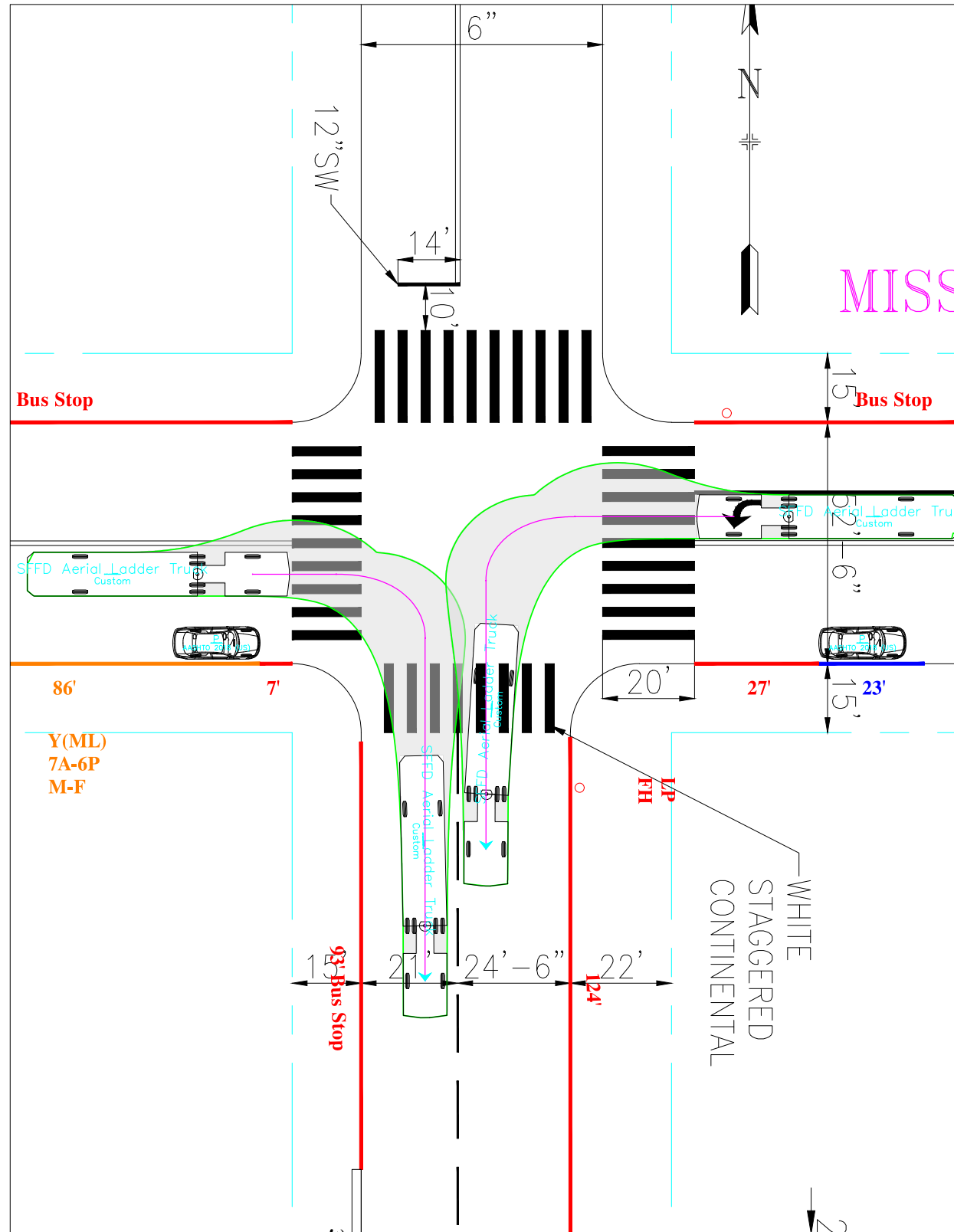
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SHEET/SHEETS: XX OF XX	

Turn Templates (RT)  
Fire Engine  
SPEAR STREET  
HARRISON STREET

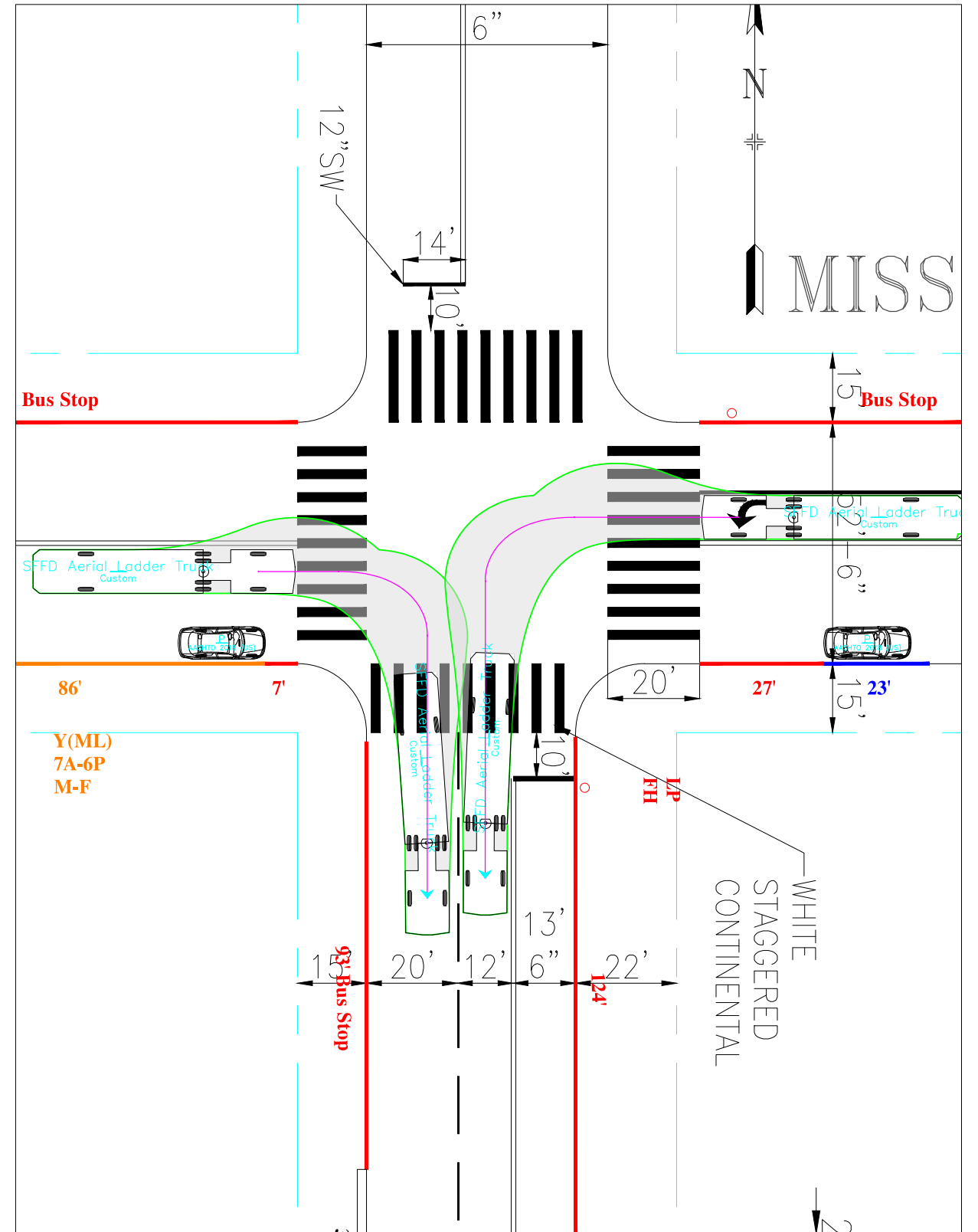
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FILE NO. XXXXX
REV. NO. XX

FILE NAME:  
DATE: ---/---/---

# Existing



# Proposed



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



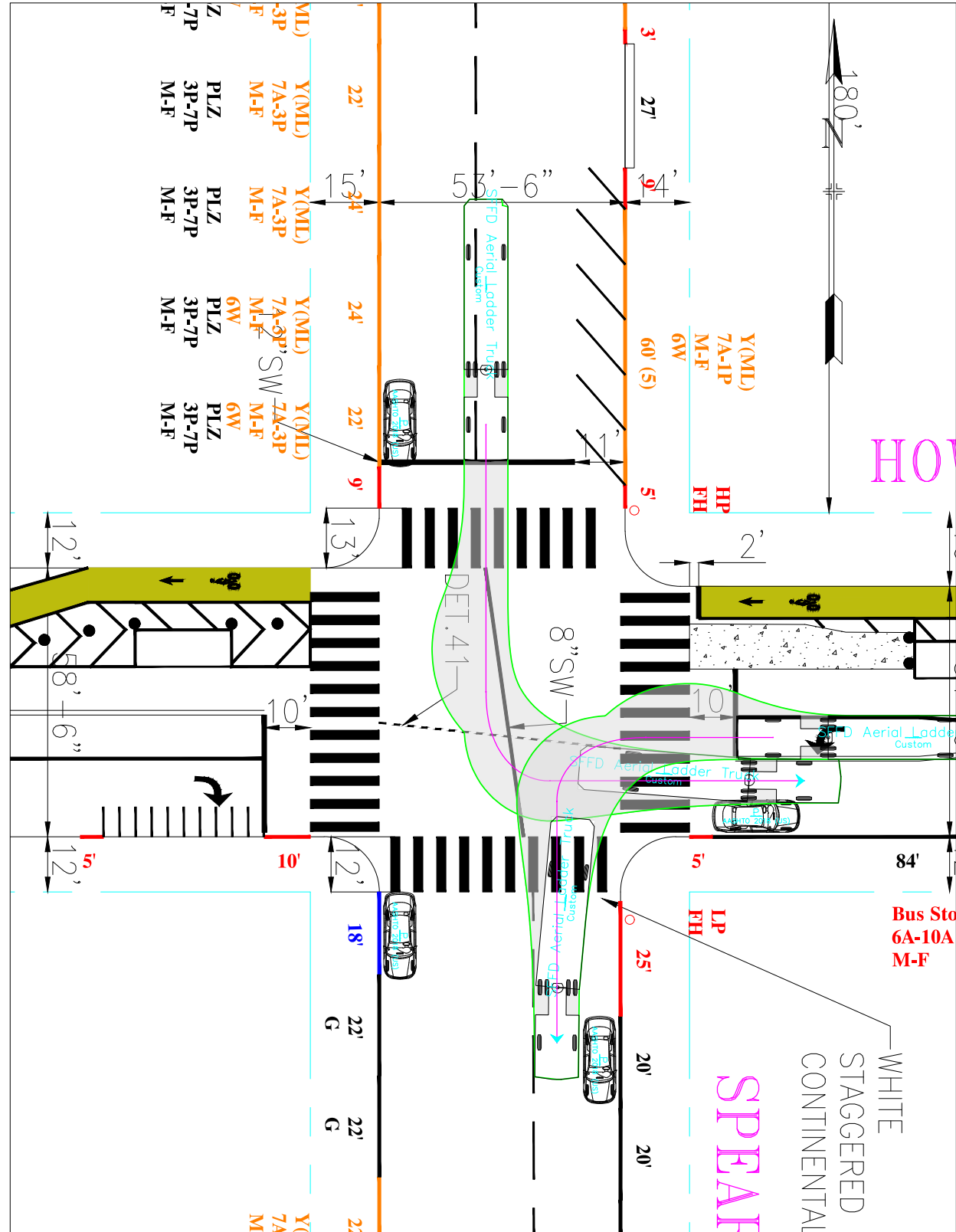
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CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY	SENIOR ENGINEER	SHEET/SHEETS: XX OF XX
		CITY TRAFFIC ENGINEER	

Turn Templates Fire Ladder	
SPEAR STREET MISSION STREET	

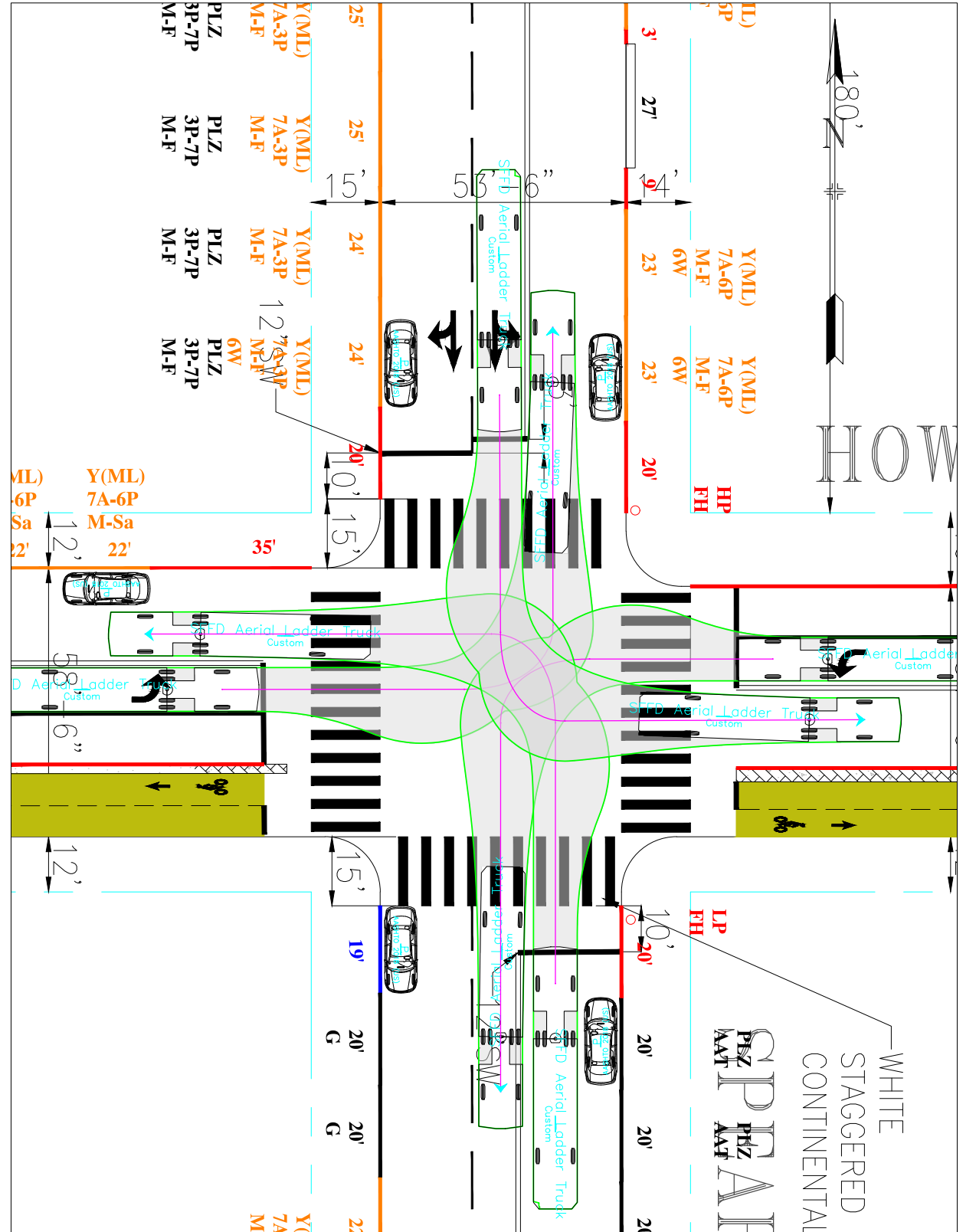
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FILE NO. XXXXX
REV. NO. XX

FILE NAME:  
DATE: --/--/---

# Existing



# Proposed



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: D.CARR		DATE: 01/20/2023	
CHECKED: X.XXXXXXXXXXXXX		DATE: MM/DD/YY	
APPROVED		SCALE: 1" = 50'	
SENIOR ENGINEER		SHEET/SHEETS: XX OF XX	
CITY TRAFFIC ENGINEER			

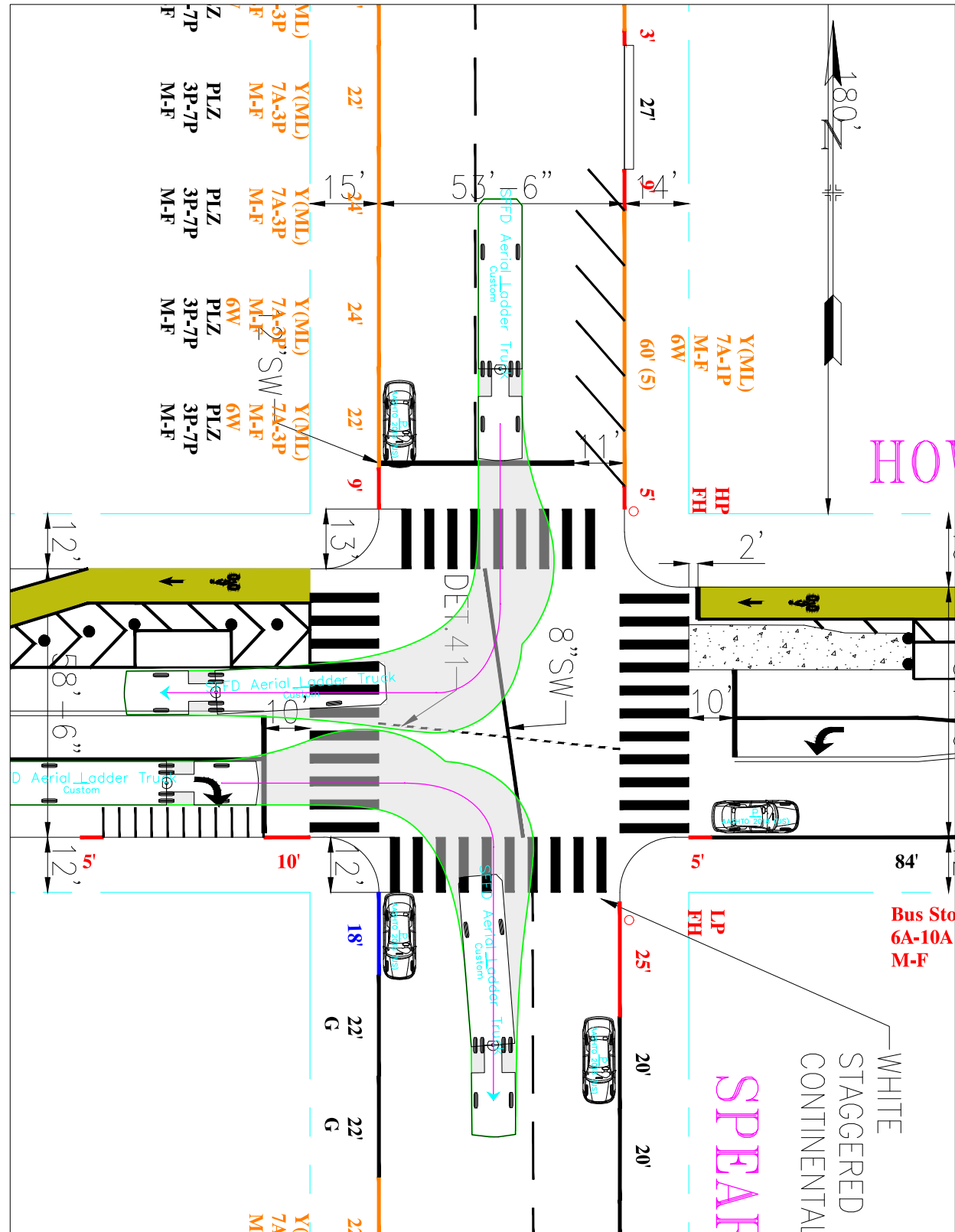
Turn Templates (LT)  
Fire Ladder

SPEAR STREET  
HOWARD STREET

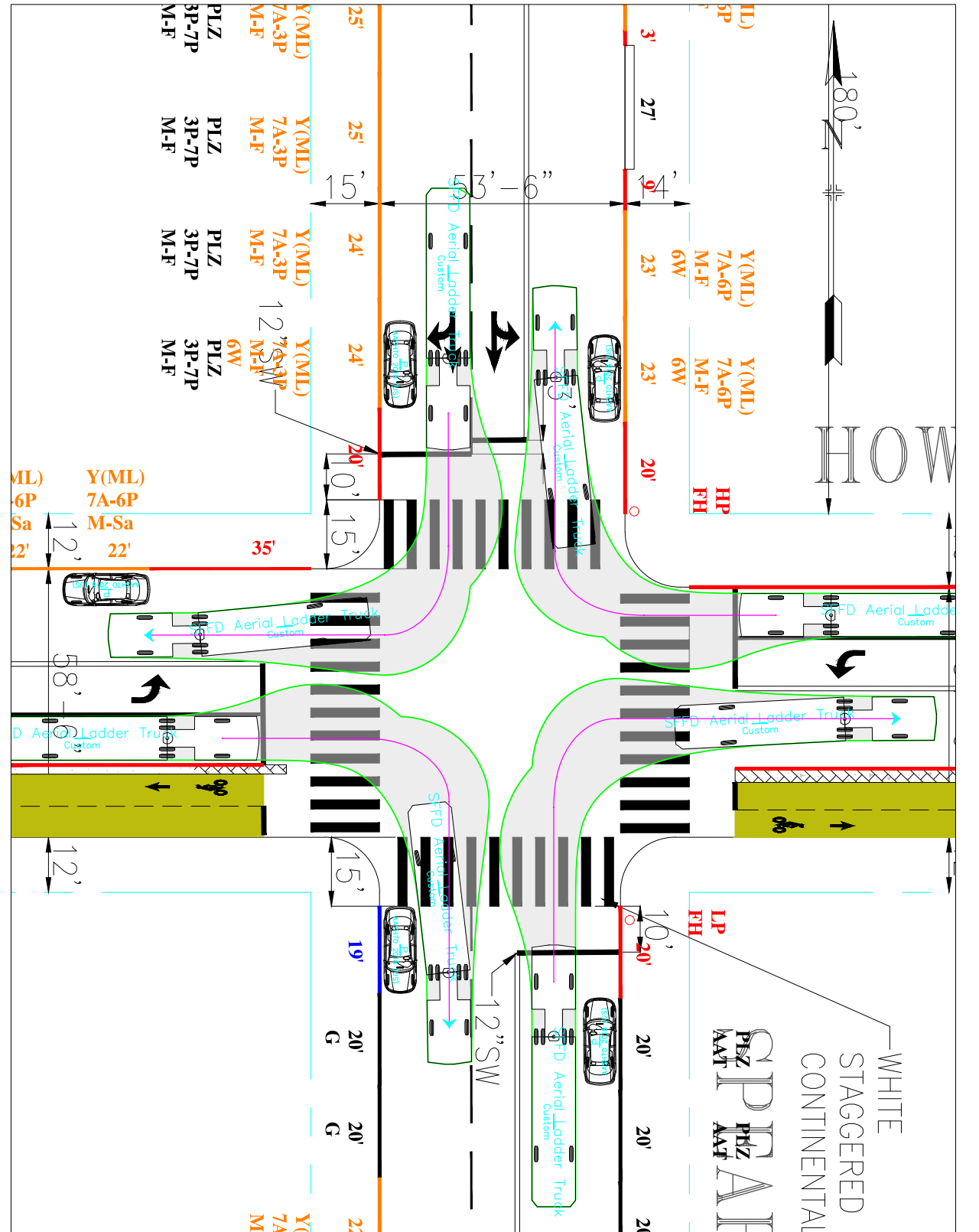
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DRAWING NO.	DWGNO
FILE NO.	XXXXX
REV. NO.	XX



# Existing



# Proposed



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
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APPROVED

DRAWN: D.CARR  
 DATE: 01/20/2023  
 CHECKED: X.XXXXXXXXXXXXXX  
 DATE: MM/DD/YY

SENIOR ENGINEER  
 DATE:  
 CITY TRAFFIC ENGINEER  
 DATE:

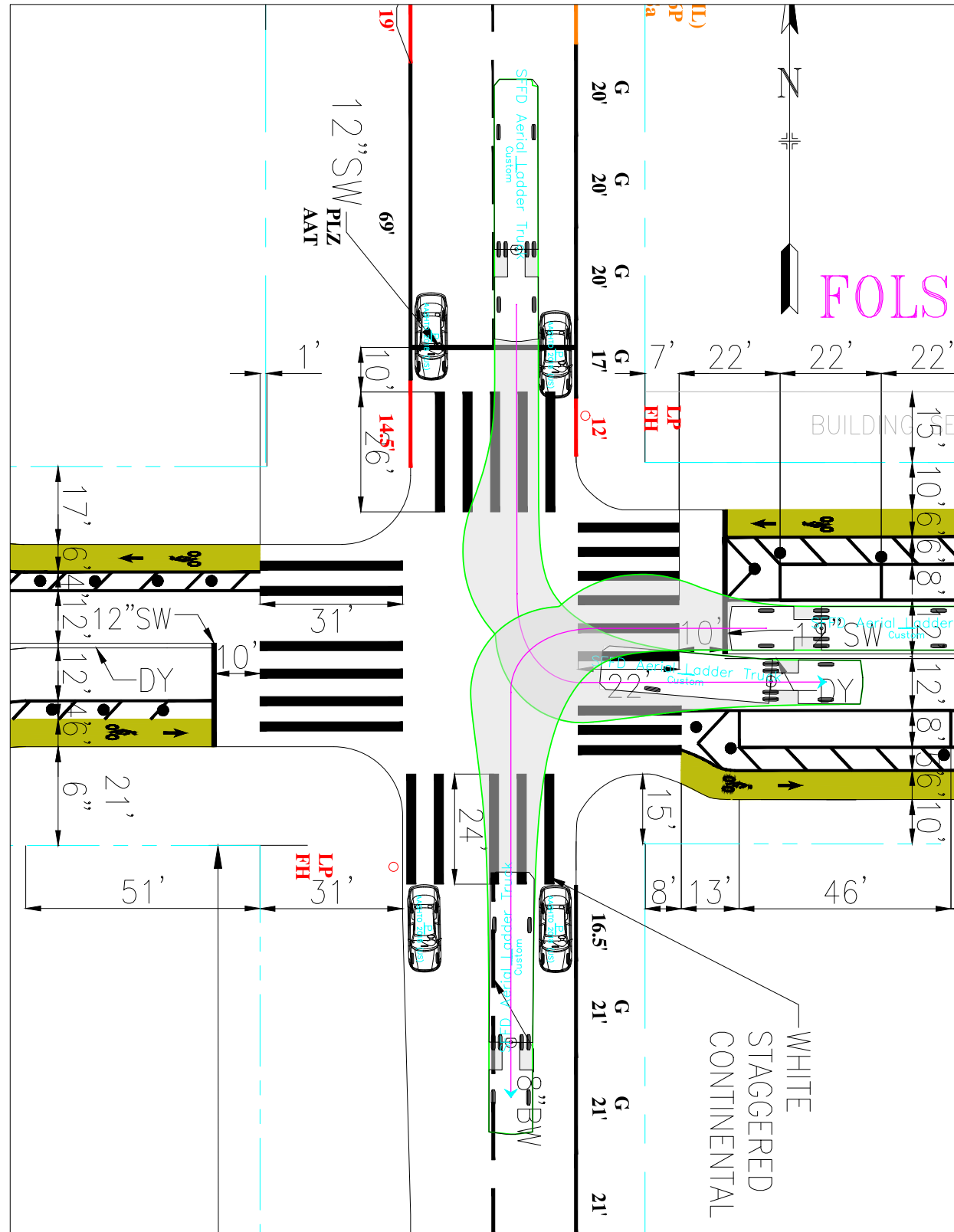
SCALE:  
 1" = 50'  
 SHEET/SHEETS:  
 XX OF XX

Turn Templates (RT)  
 Fire Ladder  
 SPEAR STREET  
 HOWARD STREET

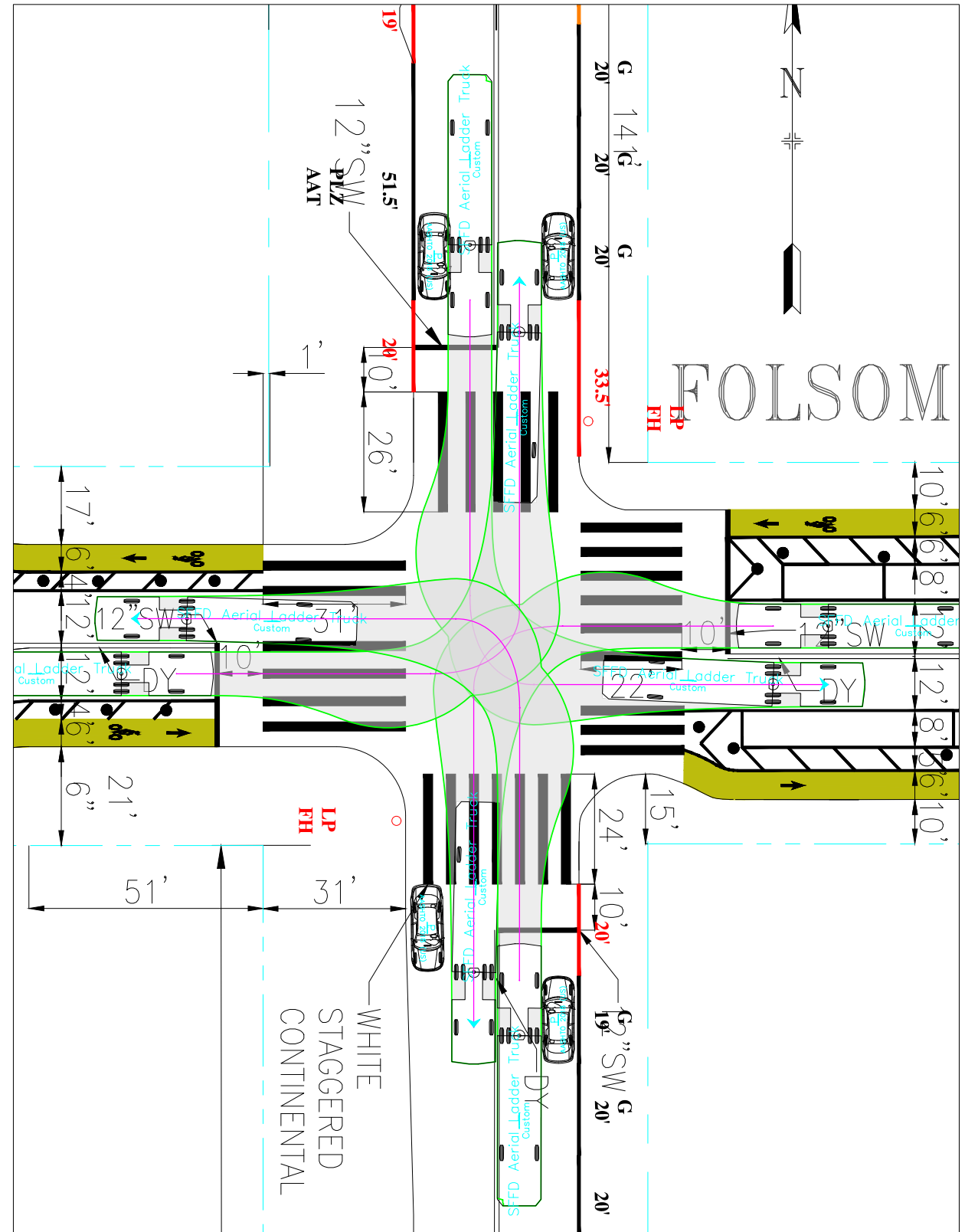
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 DRAWING NO. DWGNO  
 FILE NO. XXXXX  
 REV. NO. XX

FILE NAME: DATE:

# Existing



# Proposed



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: D.CARR	DATE: 01/20/2023
CHECKED: XXXXXXXXXXXX	DATE: MM/DD/YY

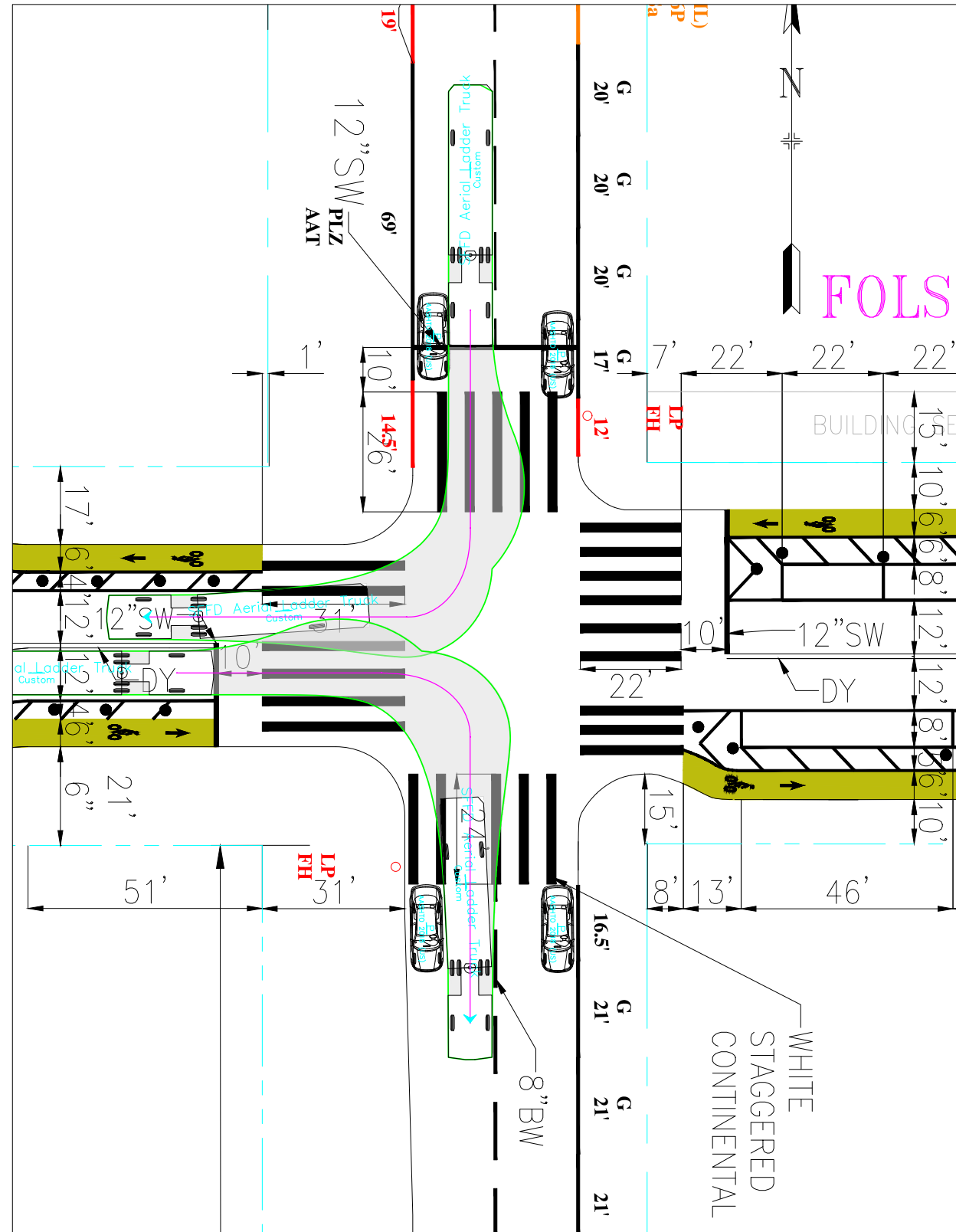
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SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE: 1" = 50'
SHEET/SHEETS: XX OF XX
Turn Templates (LT) Fire Ladder SPEAR STREET FOLSOM STREET

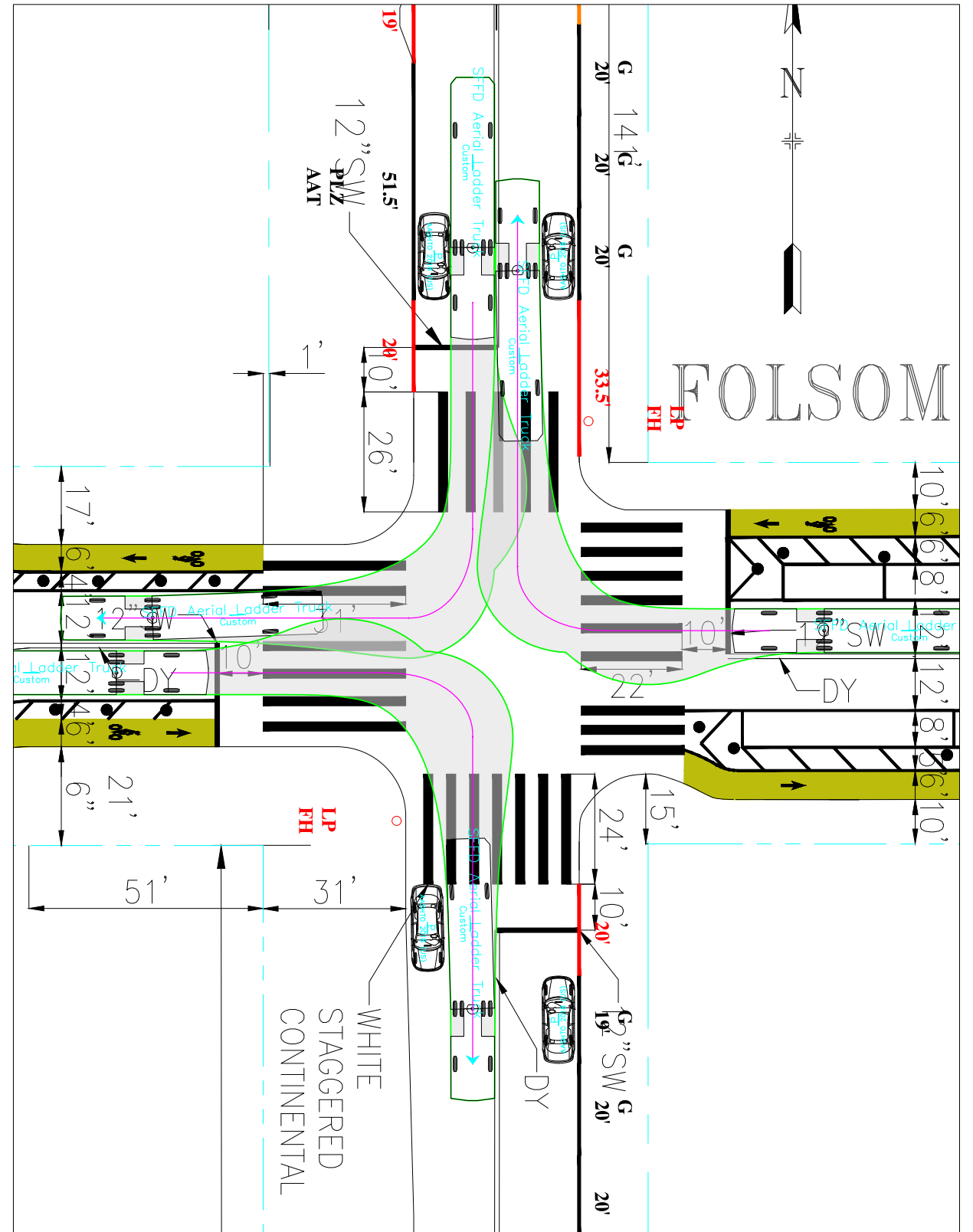
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DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

FILE NAME:  
DATE: --/--/---

# Existing



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NO.	DATE	DESCRIPTION	BY	APP
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DRAWN: D.CARR	DATE: 01/20/2023	SENIOR ENGINEER	DATE:
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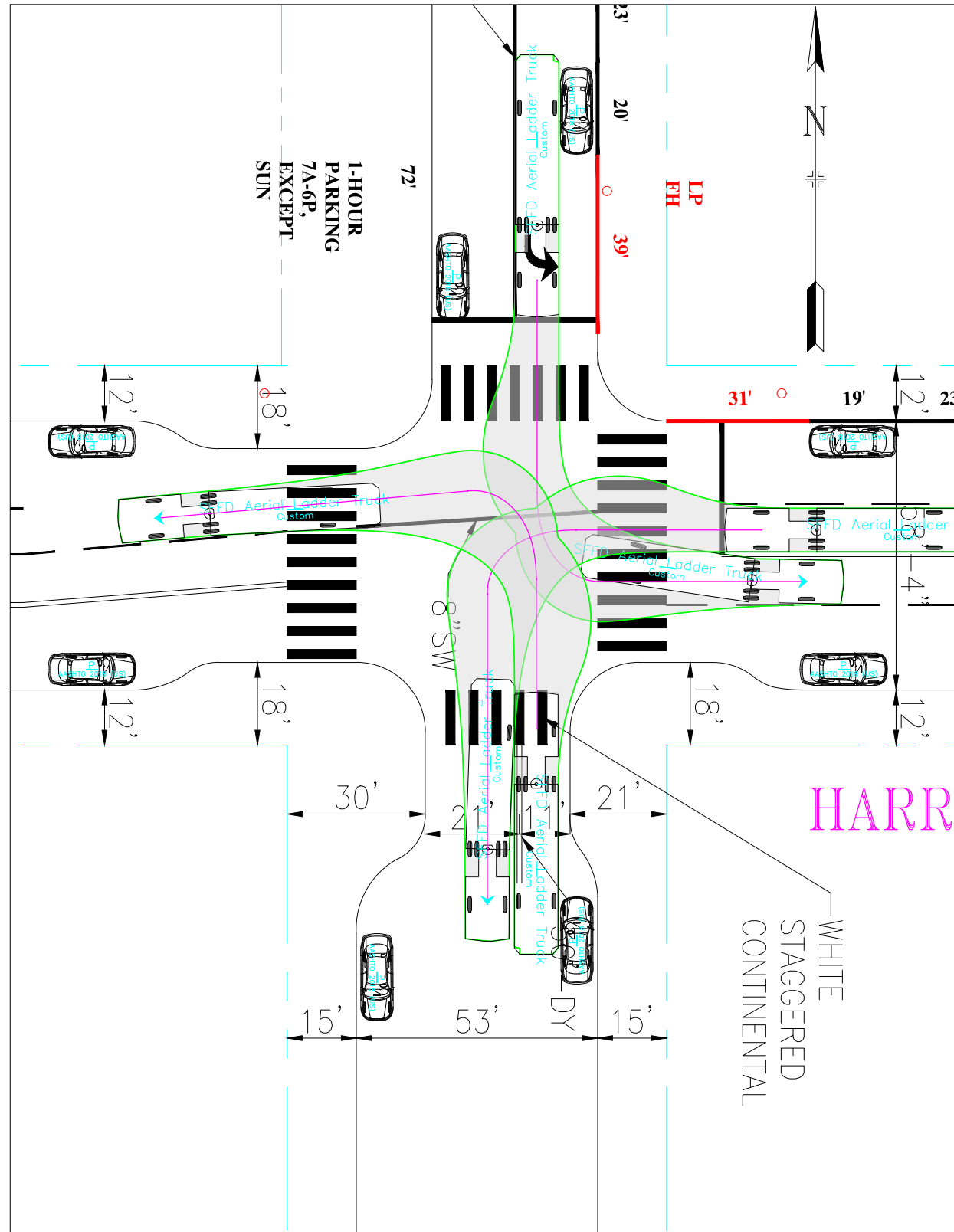
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SHEET/SHEETS: XX OF XX	

Turn Templates (RT)  
Fire Ladder  
SPEAR STREET  
FOLSOM STREET

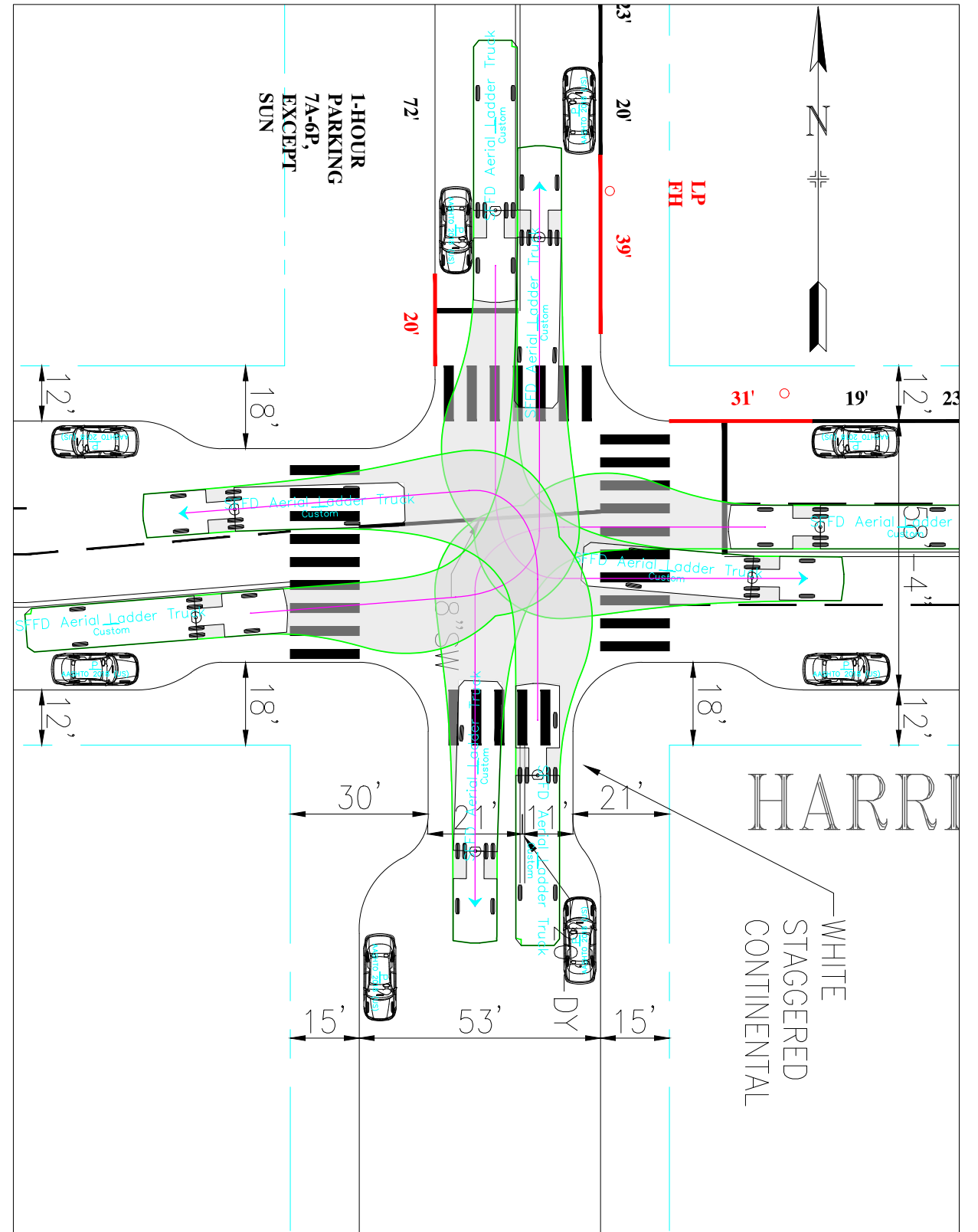
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FILE NO. XXXXX
REV. NO. XX

FILE NAME:  
DATE: ---/---/---

# Existing



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NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
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DRAWN: D.CARR	DATE: 01/20/2023	SENIOR ENGINEER	DATE:
CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY	CITY TRAFFIC ENGINEER	DATE:

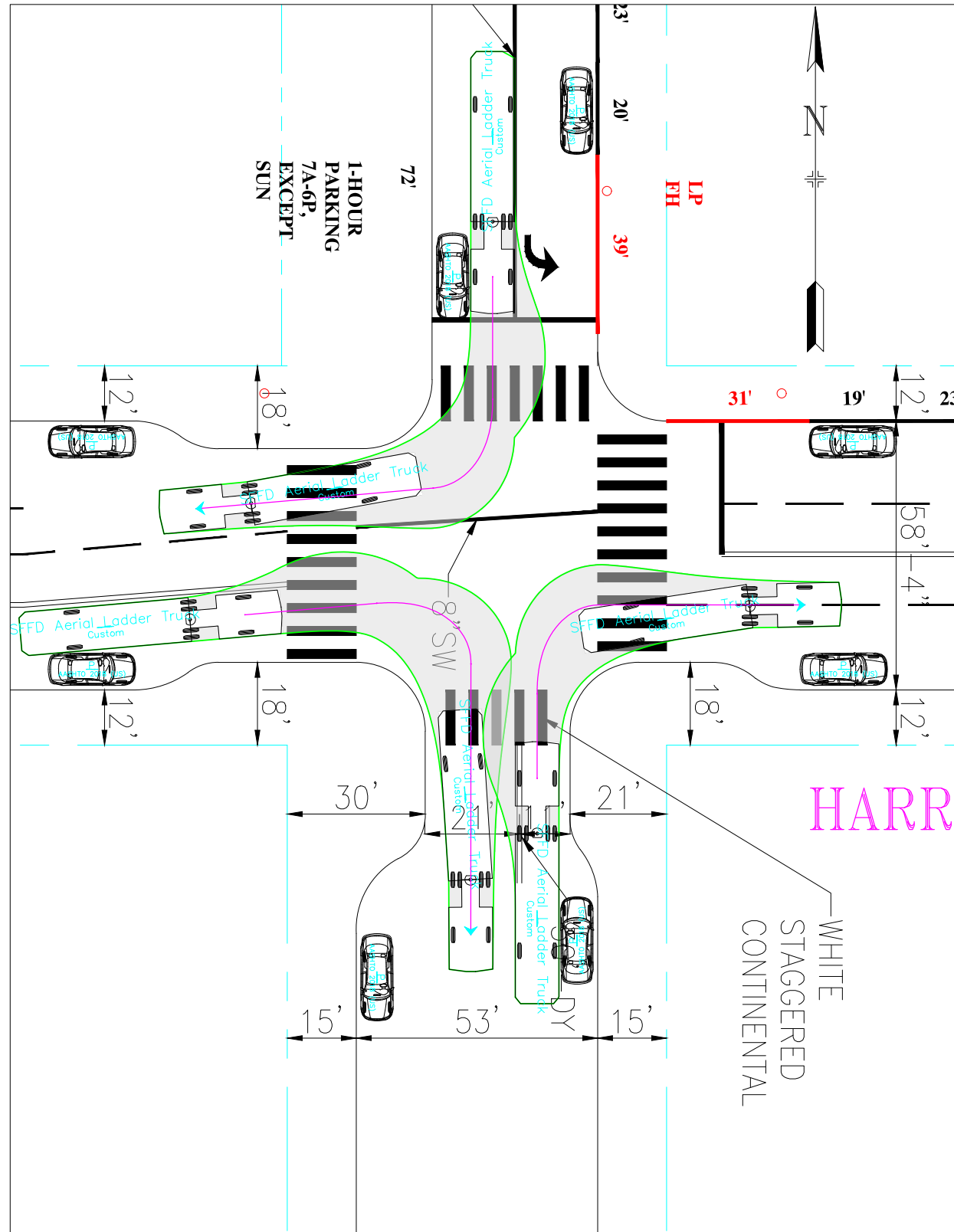
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SHEET/SHEETS: XX OF XX	

Turn Templates (LT)  
Fire Ladder  
SPEAR STREET  
HARRISON STREET

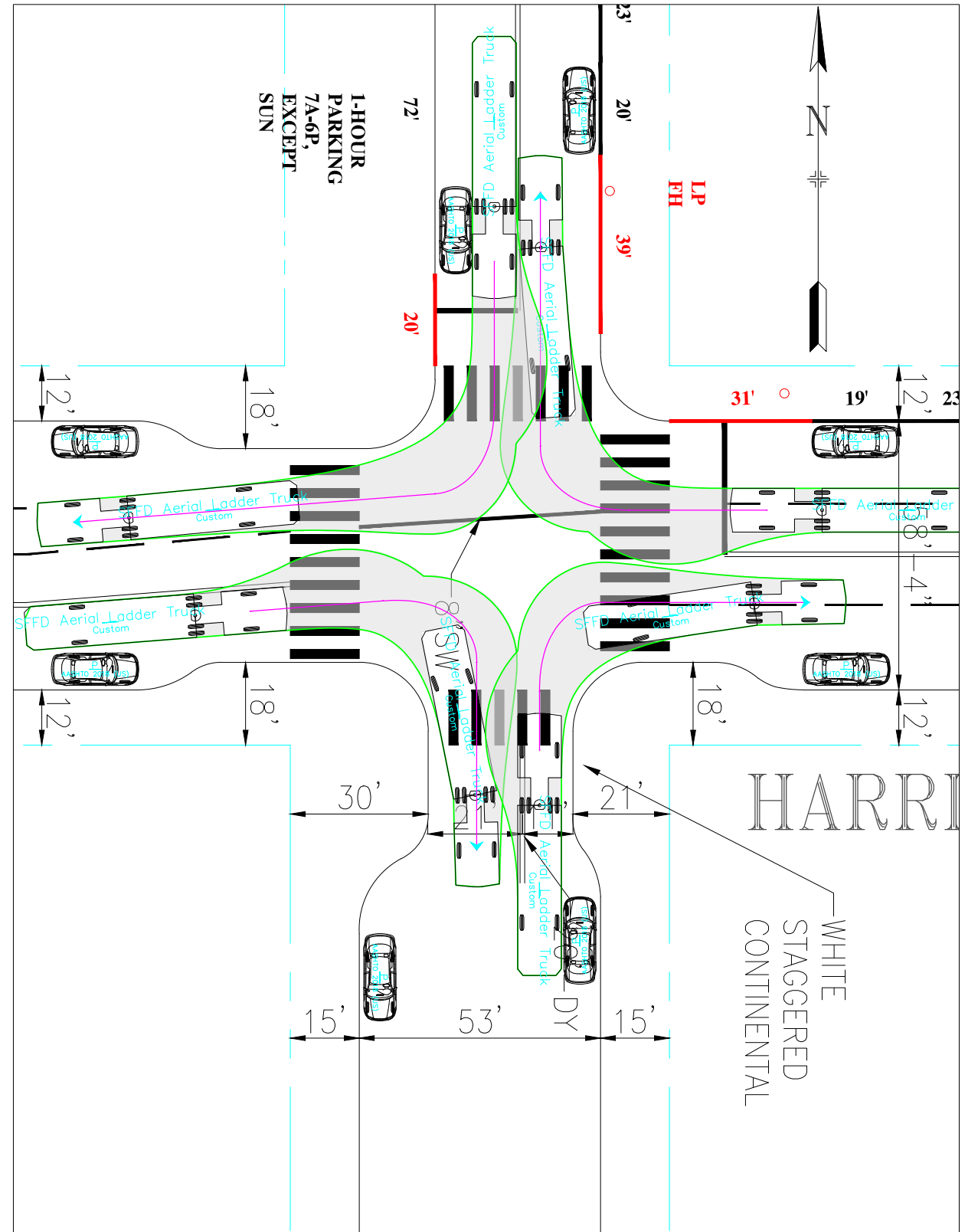
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DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

FILE NAME:  
DATE: ---/---/---

# Existing



# Proposed



NO.	DATE	DESCRIPTION	BY	APP
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DRAWN: D.CARR	DATE: 01/20/2023	SENIOR ENGINEER	DATE:
CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY	CITY TRAFFIC ENGINEER	DATE:

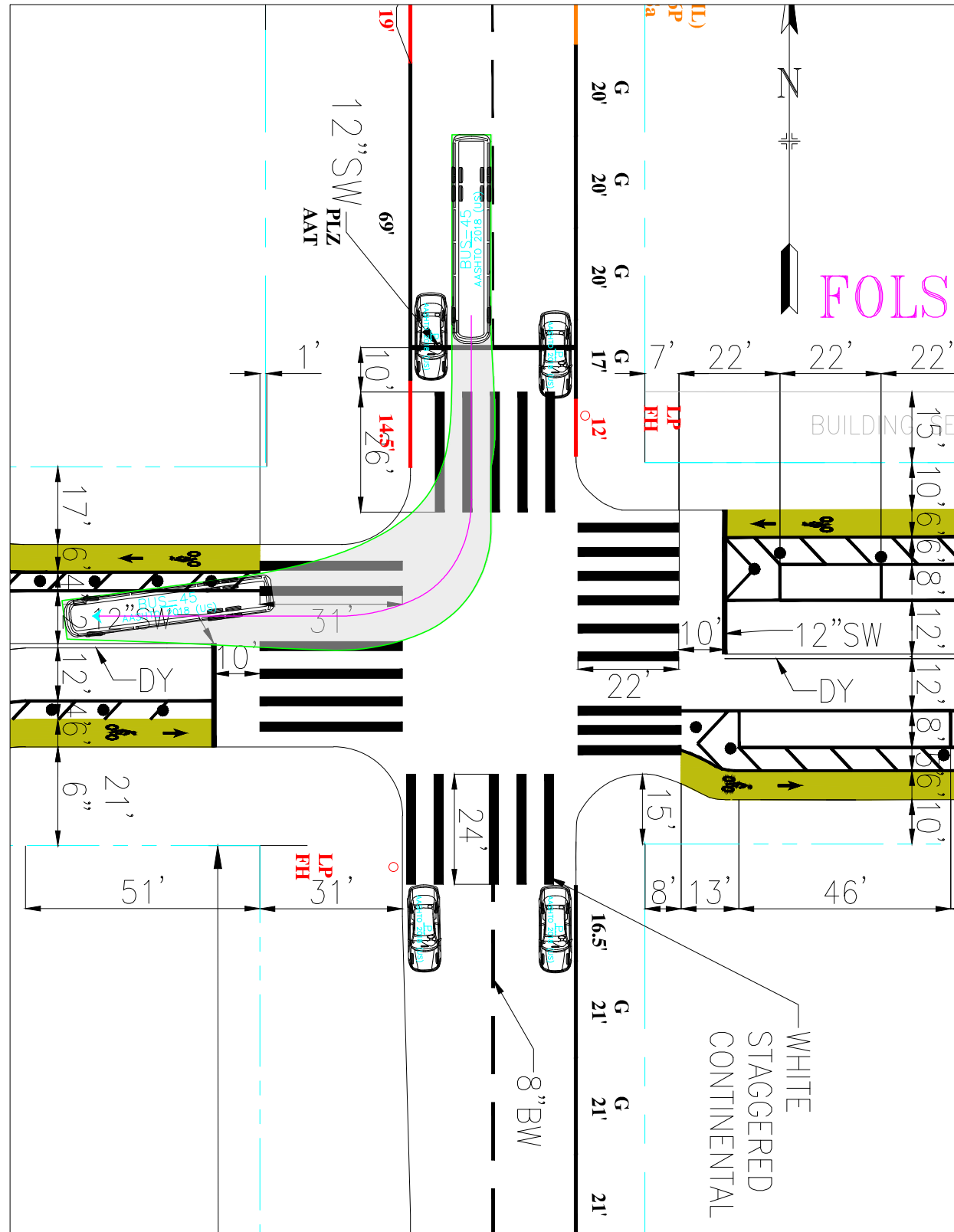
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SHEET/SHEETS: XX OF XX	

Turn Templates (RT)  
Fire Ladder  
SPEAR STREET  
HARRISON STREET

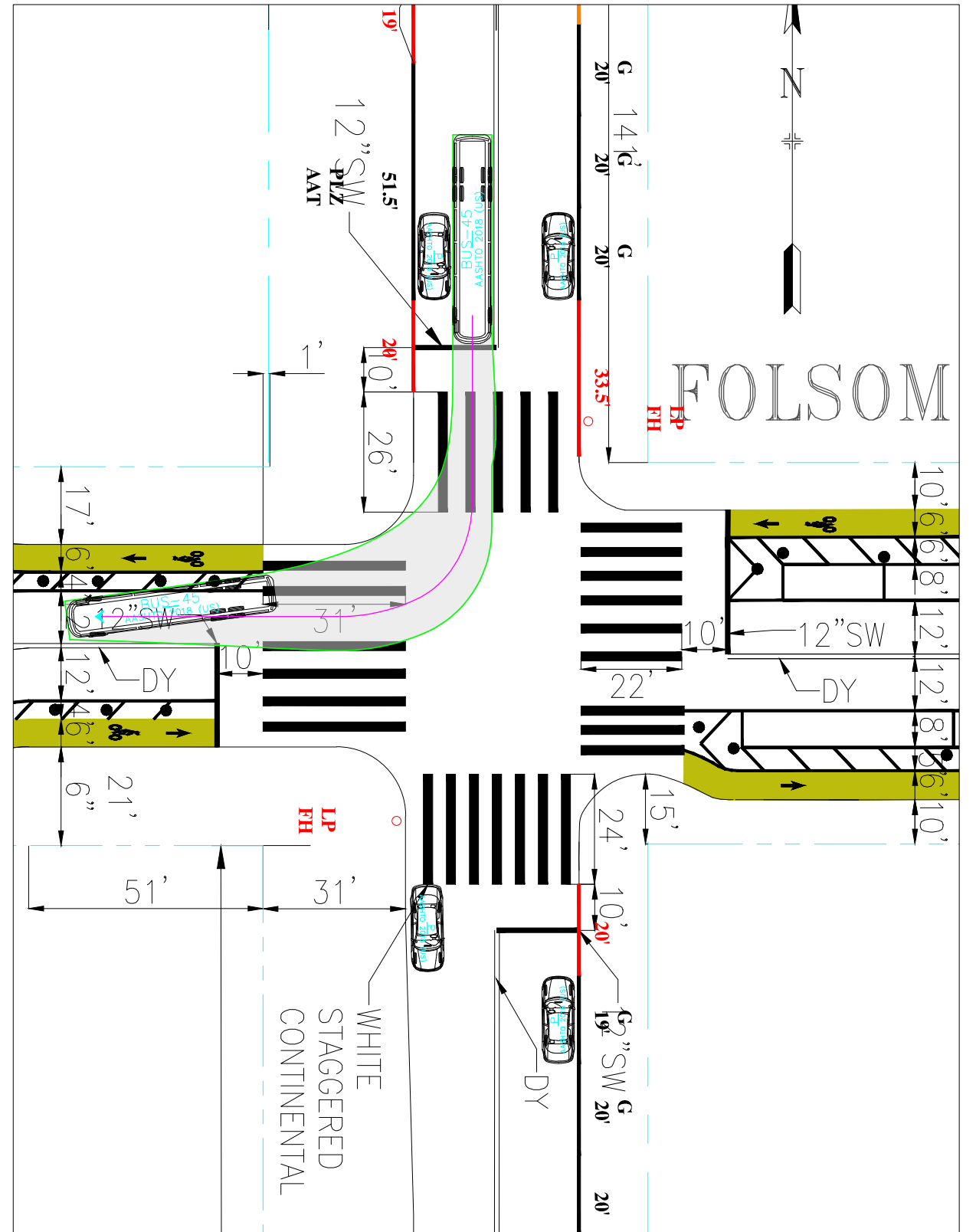
CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

FILE NAME:  
DATE: ---/---/---

# Existing



# Proposed



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CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY	CITY TRAFFIC ENGINEER	DATE:

APPROVED	SCALE: 1" = 50'
SHEET/SHEETS: XX OF XX	

Turn Templates  
BUS-45  
SPEAR STREET  
FOLSOM STREET

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

FILE NAME:  
DATE: --/--/----

**Transbay Howard - Spear**

Parking Changes Inventory - Existing and Proposed Supply by Type and Block

Block*	Street	Cross-streets	Street Side	Existing 2023										Proposed										Difference										
				UMP	GMP	Yellow	White	Green	Blue	(# M/C	(# Total*	UMP	GMP (#)	Yellow	White (f	Green (#	Blue (#	M/C (#)	Total*	UMP	GMP (#)	Yellow	White (	Green (#)	Blue (#	M/C (#	Total*							
100	Spear	Mission - Howard	E	0	0	25	0	0	0	0	0	25	0	0	13	0	0	0	0	0	0	0	0	13	0	0	-12	0	0	0	0	0	0	-12
100	Spear	Mission - Howard	W	0	0	12	300	0	0	0	0	27	0	0	11	249	0	0	0	0	0	0	0	23	0	0	-1	-51	0	0	0	-4		
200	Spear	Howard-Folsom	E	0	9	2	0	4	0	0	0	15	0	7	2	40	3	0	0	0	0	0	0	14	0	-2	0	40	-1	0	0	-1		
200	Spear	Howard-Folsom	W	0	0	5	113	4	1	0	0	16	0	0	5	95.5	4	1	0	0	0	0	0	15	0	0	0	-17.5	0	0	0	-1		
300	Spear	Folsom-Harrison	E	0	12	3	104	2	0	0	0	22	0	11	3	104	2	0	0	0	0	0	0	21	0	-1	0	0	0	0	0	-1		
300	Spear	Folsom-Harrison	W	19	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal by spaces				19	21	47	26	10	1	0	0	124	19	18	34	24	9	1	0	0	0	0	0	86	0	-3	-13	-1	-1	0	0	0	-18	

Note: Spaces are approximate as white zone space calculations are rounded

**Legend**

<b>UMP (#)</b>	Unmetered (RPP or street cleaning only)
<b>GMP (#)</b>	General (regular) metered parking stalls
<b>Yellow (#)</b>	Yellow metered loading stalls
<b>White (ft)</b>	White passenger loading, taxi or tour bus zone, in feet
<b>Green (#)</b>	Green short term metered parking stall
<b>Blue (#)</b>	Blue accessible parking stalls
<b>M/C (#)</b>	Motorcycle parking stalls

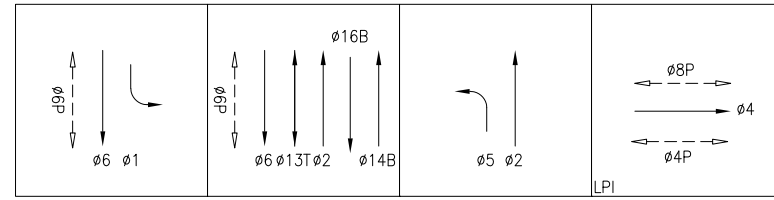
Total number of spaces (not including side streets)

	Existing Suppl	Proposed Supply	Change	% Ch.
Unreg.	19	19	0	
GMP	21	18	(3)	-14%
Yellow	47	34	(13)	-28%
White	26.0	24.0	(2)	-8%
Green	10	9	(1)	-10%
Blue	1	1	0	0%
M/C	0	0	0	#####
Total	124.0	105.0	-19	-15%

Updated: 10/12/23

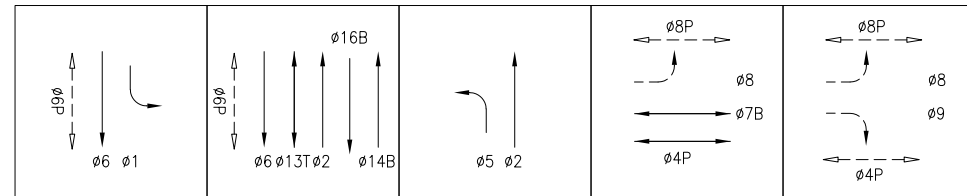
**THE EMBARCADERO**

**EXISTING PHASE DIAGRAM**



THE EMBARCADERO THE EMBARCADERO THE EMBARCADERO HOWARD ST

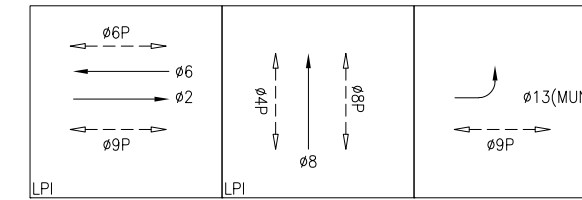
**PROPOSED PHASE DIAGRAM**



THE EMBARCADERO THE EMBARCADERO THE EMBARCADERO HOWARD ST HOWARD ST

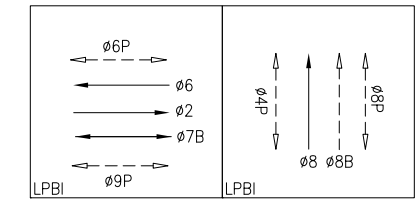
**MAIN ST**

**EXISTING PHASE DIAGRAM**



HOWARD ST MAIN ST HOWARD ST

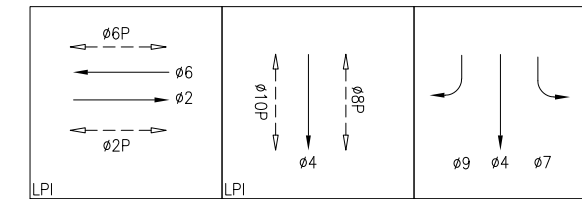
**PROPOSED PHASE DIAGRAM**



HOWARD ST MAIN ST

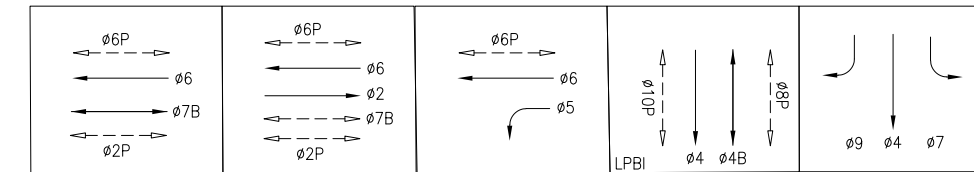
**BEALE ST**

**EXISTING PHASE DIAGRAM**



HOWARD ST BEALE ST BEALE ST

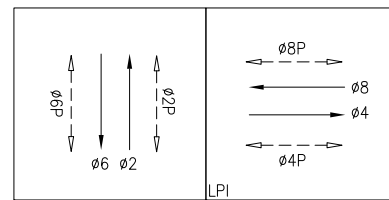
**PROPOSED PHASE DIAGRAM**



HOWARD ST HOWARD ST HOWARD ST BEALE ST BEALE ST

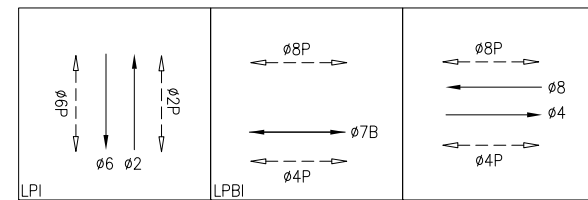
**STUART STREET**

**EXISTING PHASE DIAGRAM**



STUART ST HOWARD ST

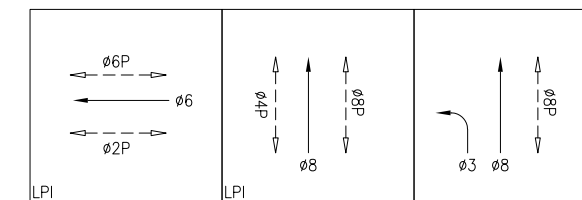
**PROPOSED PHASE DIAGRAM**



STUART ST HOWARD ST HOWARD ST EBR & WBL PERMITTED

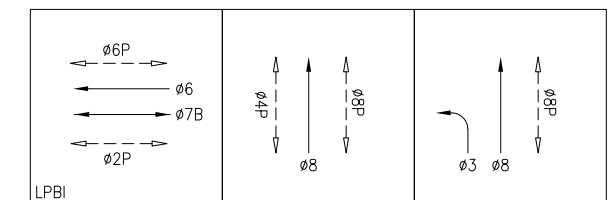
**FREMONT STREET**

**EXISTING PHASE DIAGRAM**



HOWARD ST FREMONT ST FREMONT ST

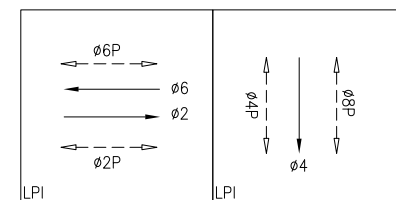
**PROPOSED PHASE DIAGRAM**



HOWARD ST FREMONT ST FREMONT ST

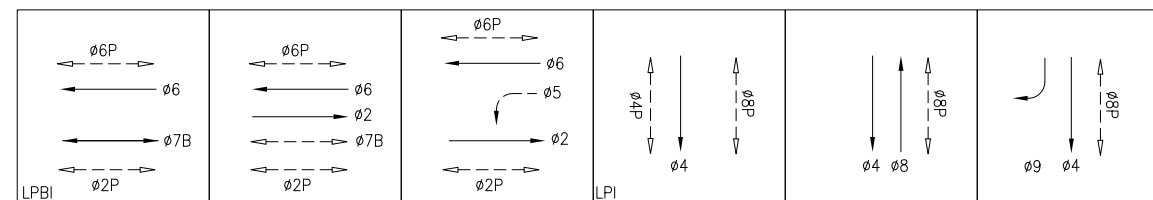
**SPEAR STREET**

**EXISTING PHASE DIAGRAM**



HOWARD ST SPEAR ST

**PROPOSED PHASE DIAGRAM**



HOWARD ST HOWARD ST HOWARD ST SPEAR ST SPEAR ST SPEAR ST EBR & EBL PERMITTED EBR, EBL & WBL PERMITTED

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
CITY AND COUNTY OF SAN FRANCISCO

DRAWN:	DATE:
CHECKED:	DATE:

SCALE:
SHEET OF SHEETS

**TRAFFIC SIGNAL INVENTORY DIAGRAM**

CNN NO.
REV NO.



# TransBASE Internal Dashboard

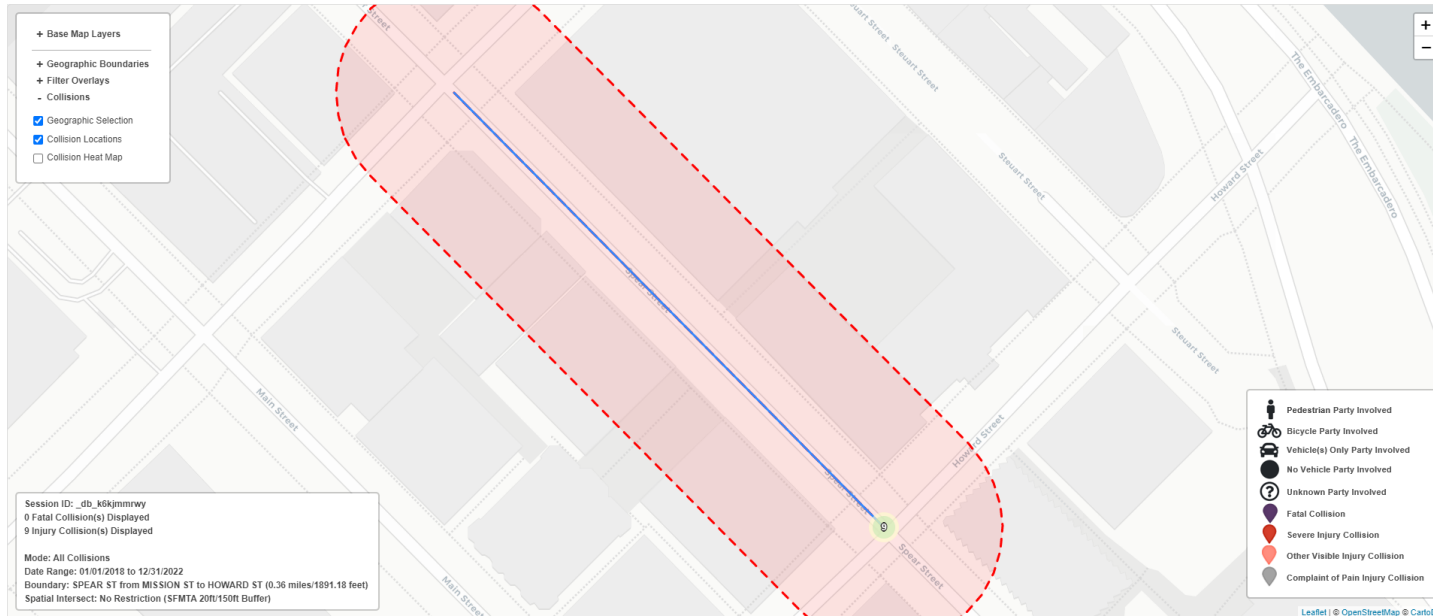
Geographic Extent: SPEAR ST from MISSION ST to HOWARD ST (0.36 miles/1891.18 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 01/01/2018 to 12/31/2022

Pull Date: 4/3/2023

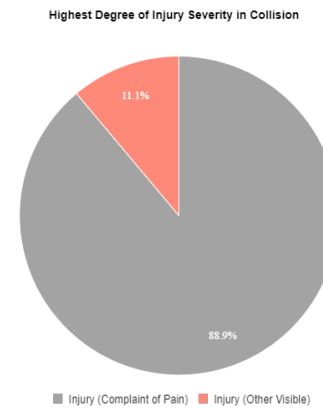
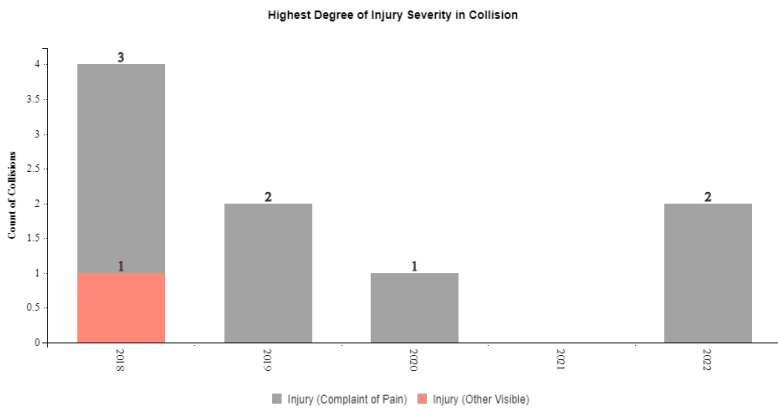
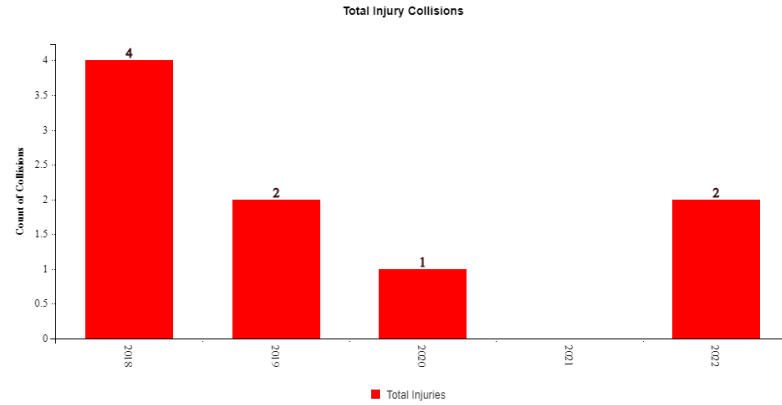
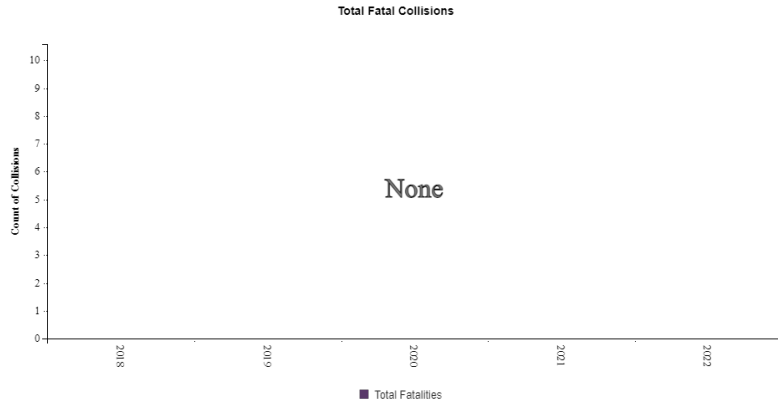
## Geographic Extent



# TransBASE Internal Dashboard

Geographic Extent: SPEAR ST from MISSION ST to HOWARD ST (0.36 miles/1891.18 feet)  
 Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)  
 Data Range: 01/01/2018 to 12/31/2022  
 Pull Date: 4/3/2023

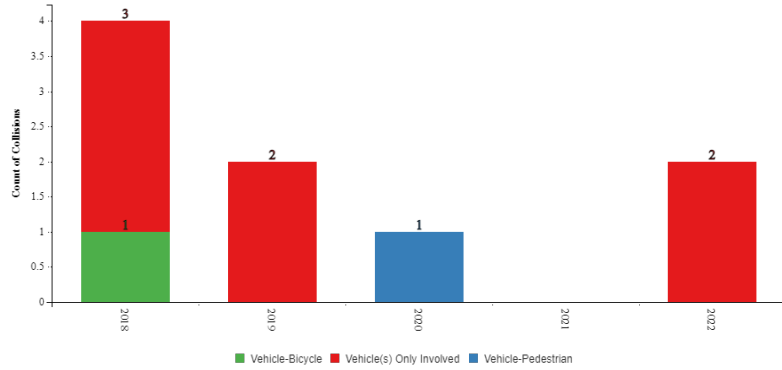
## Graphs and Trends



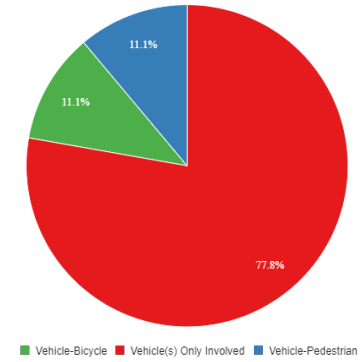
# TransBASE Internal Dashboard

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 Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)  
 Data Range: 01/01/2018 to 12/31/2022  
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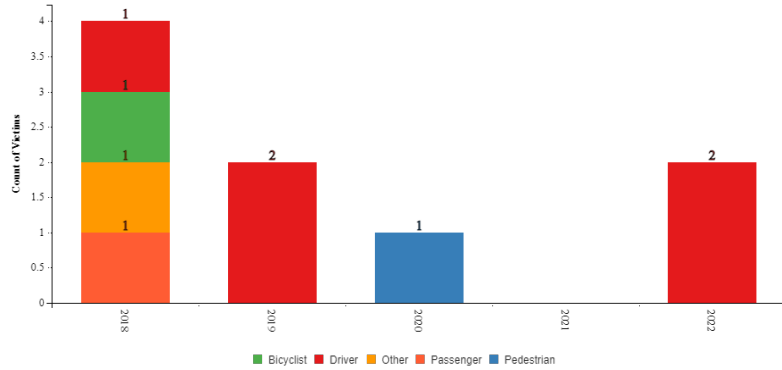
Parties Involved



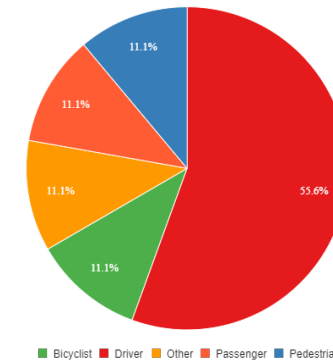
Parties Involved



Victim Involved Role



Victim Involved Role



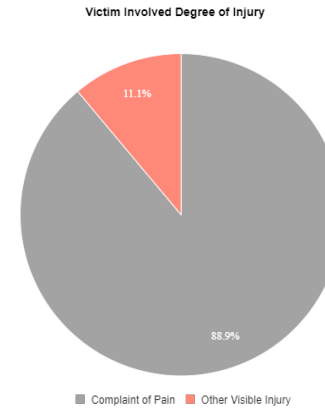
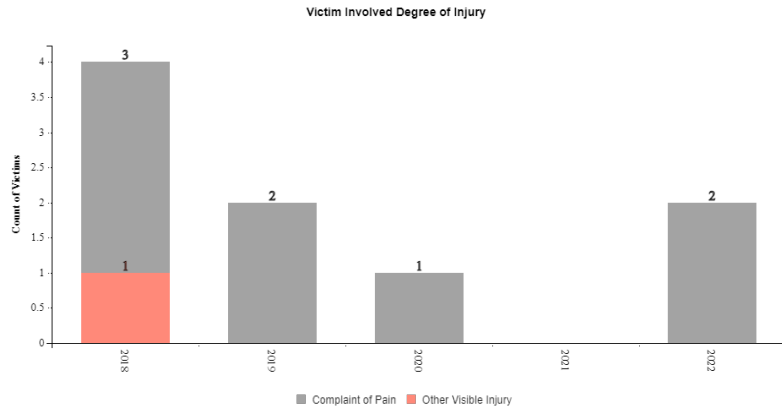
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Geographic Extent: SPEAR ST from MISSION ST to HOWARD ST (0.36 miles/1891.18 feet)

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# TransBASE Internal Dashboard

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Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 01/01/2018 to 12/31/2022

Pull Date: 4/3/2023

## Collision/Party/Victim Table

Showing 1 to 9 of 9 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 9

Total Count of Fatal/Non-Fatal Injury Collisions: 9

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Road Condition	Lighting
220788656	11/15/2022	18:14	Tuesday	HOWARD ST	SPEAR ST	0	Not Stated	Driver	West	Changing Lanes	Driver	West	Stopped	CVC 22107	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	No Unusual Condition/ Not Stated	Daylight
220281434	04/30/2022	05:55	Saturday	SPEAR ST	HOWARD ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	South	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	No Unusual Condition/ Not Stated	Daylight
200532906	09/04/2020	14:16	Friday	HOWARD ST	SPEAR ST	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	East	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	No Unusual Condition/ Not Stated	Daylight
190106390	02/12/2019	08:49	Tuesday	HOWARD ST	SPEAR ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	East	Crossed Into Opposing Lane	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	No Unusual Condition/ Not Stated	Daylight
190040748	01/17/2019	11:00	Thursday	HOWARD ST	SPEAR ST	0	Not Stated	Driver	West	Making U Turn	Driver	West	Proceeding Straight	CVC 22102	Injury (Complaint of Pain)	Not Stated	Other Motor Vehicle	Clear	No Unusual Condition/ Not Stated	Daylight
180908639	12/02/2018	02:10	Sunday	HOWARD ST	SPEAR ST	0	Not Stated	Driver	West	Proceeding Straight	Driver	West	Stopped In Road	CVC 21658(a)	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	No Unusual Condition/ Not Stated	Dark - Street Lights
180733919	09/27/2018	16:44	Thursday	SPEAR ST	HOWARD ST	0	Not Stated	Other	South	Making Left Turn	Driver	South	Proceeding Straight	CVC 22100(b)	Injury (Other Visible)	Broadside	Other Object	Clear	Other/Not Stated	Daylight
180692296	09/12/2018	19:15	Wednesday	HOWARD ST	SPEAR ST	0	Not Stated	Driver	West	Proceeding Straight	Driver	East	Proceeding Straight	CVC 22350	Injury (Complaint of Pain)	Head-On	Other Motor Vehicle	Clear	No Unusual Condition/ Not Stated	Daylight
180145182	02/23/2018	16:11	Friday	SPEAR ST	HOWARD ST	0	Not Stated	Driver	South	Making Left Turn	Bicyclist	East	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Broadside	Bicycle	Clear	No Unusual Condition/ Not Stated	Daylight

# TransBASE Internal Dashboard

Geographic Extent: SPEAR ST from MISSION ST to HOWARD ST (0.36 miles/1891.18 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 01/01/2018 to 12/31/2022

Pull Date: 4/3/2023

## Metadata Information

### Collision Filters

Database Source: TransBASESF.org  
Database Pull Date: 4/3/2023  
Collision Level: Injury Collisions  
Boundary: SPEAR ST from MISSION ST to HOWARD ST (0.36 miles/1891.18 feet)  
Collision Dates: 01/01/2018 to 12/31/2022  
Collision Month Filter(s): No Restrictions  
Collision Distance: Any Distance  
Collision Severity Filter(s): No Restrictions  
Primary Collision Factor Filter(s): No Restrictions  
Collision Type Filter(s): No Restrictions  
Intersection/Midblock: No Restriction (SFMTA 20ft/150ft Buffer)

### Party Filters

Party Involved Type: No Restrictions  
Party Involved Gender: No Restrictions  
Party Involved at Fault: No Restrictions  
Party Involved Age: No Restriction  
Party Involved Sobriety: No Restrictions  
Party Involved Condition: No Restrictions  
Party Involved Direction of Travel: No Restrictions  
Party Involved Safety Equipment 1: No Restrictions  
Party Involved Safety Equipment 2: No Restrictions  
Party Involved Insurance: No Restrictions  
Party Involved Other Associated Factors : No Restrictions  
Party Involved Movement Preceding Collision: No Restrictions  
Party Involved Vehicle Type: No Restrictions  
Party Involved Race: No Restrictions  
Party Involved Special Info: No Restrictions  
Party Involved Autonomous Vehicle: No Restrictions

### Victim Filters

Victim Involved Role: No Restrictions  
Victim Involved Degree of Injury: No Restrictions  
Victim Involved Age: No Restriction  
Victim Involved Seating Position: No Restrictions  
Victim Involved Safety Equipment: No Restrictions  
Victim Involved Ejected: No Restrictions

### Environmental Filters

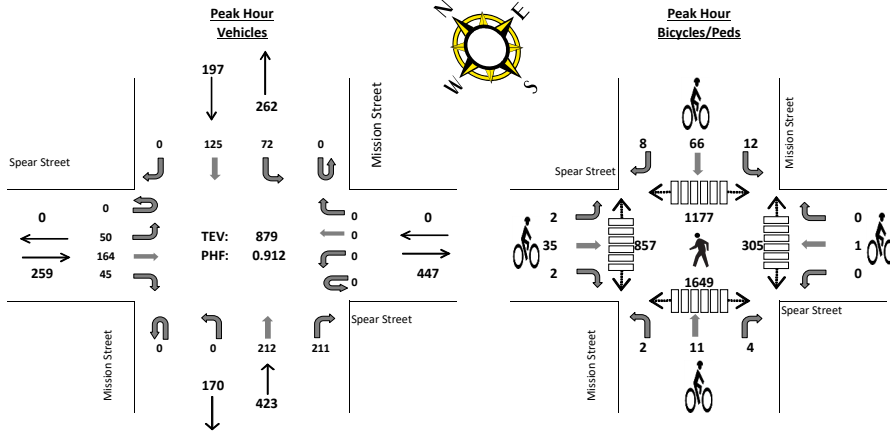
Nearest Traffic Control: No Restriction  
Intersecting Speed Limit: No Restriction  
Intersecting Network: No Restriction  
Intersecting Street Class: No Restriction  
Weather Description: No Restrictions  
Lighting Description: No Restrictions

Location: San Francisco  
 NE/SW: Mission Street  
 SE/NW: Spear Street

Date: 8/30/2016  
 Day: TUESDAY  
 Project # 220-16547

**TURNING MOVEMENT COUNT**

Count Period: 7:00 AM to 9:00 AM  
 Peak Hour: 8:00 AM to 9:00 AM



**Vehicle Counts**

	Mission Street Northeastbound				Mission Street Southwestbound				Spear Street Southeastbound				Spear Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
7:00 AM	0	0	50	35	0	9	19	0	0	6	16	6	0	0	0	0	141
7:15 AM	0	0	38	36	0	11	19	0	0	12	21	8	0	0	0	0	177
7:30 AM	0	0	50	37	0	8	27	0	0	13	31	11	0	0	0	0	189
7:45 AM	0	0	55	37	0	20	29	0	0	13	23	12	0	0	0	0	201
8:00 AM	0	0	42	45	0	20	30	0	0	10	46	8	0	0	0	0	212
8:15 AM	0	0	58	44	0	20	29	0	0	11	37	13	0	0	0	0	225
8:30 AM	0	0	61	59	0	11	31	0	0	15	36	12	0	0	0	0	241
8:45 AM	0	0	51	63	0	21	35	0	0	14	45	12	0	0	0	0	1531
TOTAL VOLUMES:	0	0	405	356	0	120	219	0	0	94	255	82	0	0	0	0	

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES:	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	TOTAL
	0	0	212	211	0	72	125	0	0	50	164	45	0	0	0	0	879
PEAK HR FACTOR:			0.881			0.879				0.912			0.000				0.912

**Bicycle Counts**

	Mission Street Northeastbound			Mission Street Southwestbound			Spear Street Southeastbound			Spear Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
7:00 AM	0	0	0	1	3	0	2	4	0	0	0	0	10
7:15 AM	0	0	0	1	3	1	0	3	0	0	1	0	9
7:30 AM	0	2	0	2	14	2	1	3	1	0	0	0	25
7:45 AM	0	1	0	7	9	1	2	14	0	0	0	0	34
8:00 AM	0	4	1	2	11	1	1	7	1	0	1	0	29
8:15 AM	0	0	0	1	15	3	0	6	0	0	0	0	25
8:30 AM	0	4	0	5	20	2	0	9	0	0	0	0	40
8:45 AM	2	3	3	4	20	2	1	13	1	0	0	0	49
TOTAL VOL:	2	14	4	23	95	12	7	59	3	0	2	0	221
PEAK VOL:	2	11	4	12	66	8	2	35	2	0	1	0	143

**Pedestrian Counts**

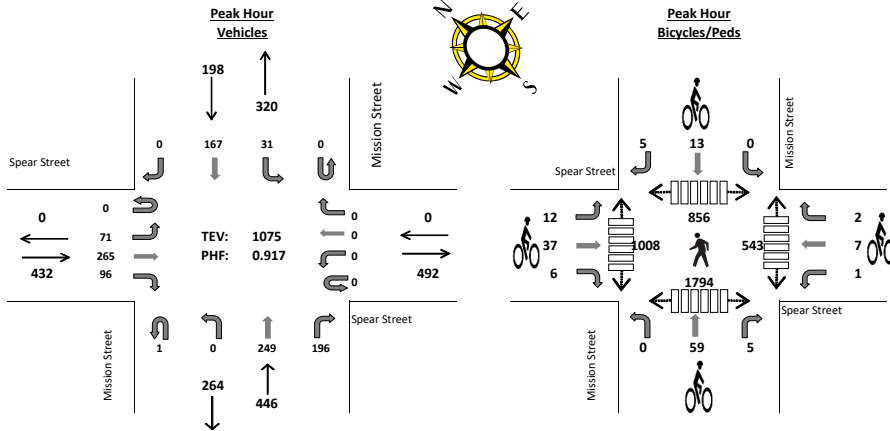
	Mission Street Northeast Leg	Mission Street Southwest Leg	Spear Street Southeast Leg	Spear Street Northwest Leg	TOTAL
7:00 AM	90	124	18	69	301
7:15 AM	127	158	48	84	417
7:30 AM	134	183	52	141	510
7:45 AM	158	269	42	119	588
8:00 AM	206	337	54	183	780
8:15 AM	255	370	98	211	934
8:30 AM	340	413	71	226	1050
8:45 AM	376	529	82	237	1224
TOTAL VOL:	1686	2383	465	1270	5804
PEAK VOL:	1177	1649	305	857	3988

Location: San Francisco  
 NE/SW: Mission Street  
 SE/NW: Spear Street

Date: 8/30/2016  
 Day: TUESDAY  
 Project # 220-16547

**TURNING MOVEMENT COUNT**

Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 5:00 PM to 6:00 PM



**Vehicle Counts**

	Mission Street Northeastbound				Mission Street Southwestbound				Spear Street Southeastbound				Spear Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
4:00 PM	0	0	55	35	0	6	35	0	0	11	63	19	0	0	0	0	224
4:15 PM	0	0	66	42	0	9	42	0	0	18	59	19	0	0	0	0	255
4:30 PM	0	0	66	44	0	10	38	0	0	14	76	15	0	0	0	0	263
4:45 PM	0	0	61	45	0	11	33	0	0	14	58	17	0	0	0	0	239
5:00 PM	0	0	57	46	0	7	38	0	0	21	67	22	0	0	0	0	258
5:15 PM	1	0	62	48	0	10	44	0	0	15	61	23	0	0	0	0	263
5:30 PM	0	0	66	51	0	6	41	0	0	16	77	36	0	0	0	0	293
5:45 PM	0	0	64	51	0	8	44	0	0	19	60	15	0	0	0	0	261
<b>TOTAL VOLUMES:</b>	0	0	497	362	0	67	315	0	0	128	521	166	0	0	0	0	2056

PM Peak Hr Begins at: 5:00 PM

PEAK VOLUMES:	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	TOTAL
	1	0	249	196	0	31	167	0	0	71	265	96	0	0	0	0	1075

PEAK HR FACTOR:	0.951				0.917				0.837				0.000				0.917
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**Bicycle Counts**

	Mission Street Northeastbound			Mission Street Southwestbound			Spear Street Southeastbound			Spear Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
4:00 PM	0	8	2	0	5	0	2	3	0	1	2	0	23
4:15 PM	0	11	1	1	3	0	0	4	1	1	1	1	24
4:30 PM	0	10	0	0	0	0	3	4	1	0	2	1	21
4:45 PM	0	19	1	0	3	0	0	9	0	0	2	0	34
5:00 PM	0	17	0	0	3	0	2	12	1	0	0	1	36
5:15 PM	0	17	1	0	0	1	2	5	1	0	1	0	28
5:30 PM	0	18	2	0	6	3	7	6	2	0	4	1	49
5:45 PM	0	7	2	0	4	1	1	14	2	1	2	0	34
<b>TOTAL VOL:</b>	0	107	9	1	24	5	17	57	8	3	14	4	249

PEAK VOL:	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	TOTAL
	0	59	5	0	13	5	12	37	6	1	7	2	147

**Pedestrian Counts**

	Mission Street Northeast Leg	Mission Street Southwest Leg	Spear Street Southeast Leg	Spear Street Northwest Leg	TOTAL
4:00 PM	198	309	140	236	883
4:15 PM	156	305	90	224	775
4:30 PM	190	329	105	188	812
4:45 PM	210	391	160	196	957
5:00 PM	262	523	201	297	1283
5:15 PM	252	504	160	270	1186
5:30 PM	179	401	85	215	880
5:45 PM	163	366	97	226	852
<b>TOTAL VOL:</b>	1610	3128	1038	1852	7628

PEAK VOL:	Northeast Leg	Southwest Leg	Southeast Leg	Northwest Leg	TOTAL
	856	1794	543	1008	4201

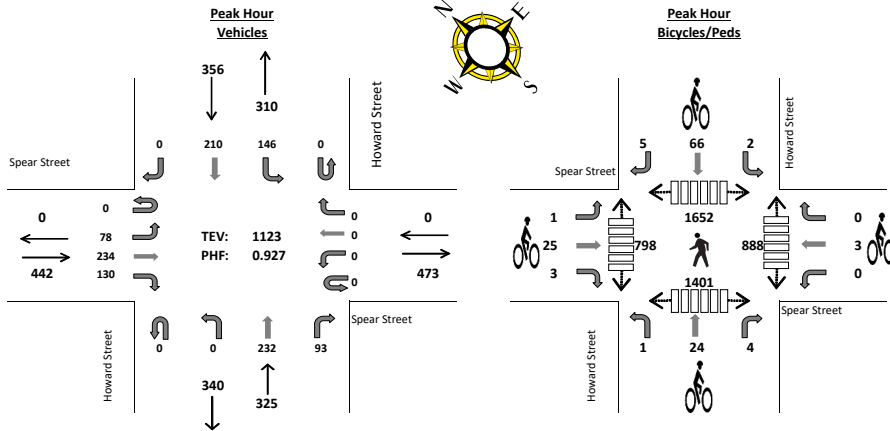


Location: San Francisco  
NE/SW: Howard Street  
SE/NW: Spear Street

Date: 8/30/2016  
Day: TUESDAY  
Project # 220-16547

**TURNING MOVEMENT COUNT**

Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



**Vehicle Counts**

	Howard Street Northeastbound				Howard Street Southwestbound				Spear Street Southeastbound				Spear Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
7:00 AM	0	0	37	15	0	13	44	0	0	5	22	18	0	0	0	0	154
7:15 AM	0	0	38	11	0	14	40	0	0	7	23	23	0	0	0	0	156
7:30 AM	0	0	46	29	0	19	43	0	0	13	39	22	0	0	0	0	211
7:45 AM	0	0	56	30	0	26	56	0	0	2	40	24	0	0	0	0	234
8:00 AM	0	0	57	23	0	32	45	0	0	17	53	32	0	0	0	0	259
8:15 AM	0	0	52	23	0	25	49	0	0	21	65	27	0	0	0	0	262
8:30 AM	0	0	74	27	0	30	66	0	0	27	46	29	0	0	0	0	299
8:45 AM	0	0	49	20	0	59	50	0	0	13	70	42	0	0	0	0	303
TOTAL VOLUMES:	0	0	409	178	0	218	393	0	0	105	358	217	0	0	0	0	1878

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES:	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	TOTAL
	0	0	232	93	0	146	210	0	0	78	234	130	0	0	0	0	1123

PEAK HR FACTOR:	0.804				0.817				0.884				0.000				0.927
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**Bicycle Counts**

	Howard Street Northeastbound			Howard Street Southwestbound			Spear Street Southeastbound			Spear Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
7:00 AM	0	0	0	0	8	1	0	3	2	0	1	0	15
7:15 AM	0	0	0	0	13	0	0	3	0	0	0	0	16
7:30 AM	0	7	0	1	11	0	0	4	0	0	1	0	24
7:45 AM	0	2	1	0	9	0	0	9	1	0	0	0	22
8:00 AM	0	4	1	0	10	0	0	6	0	0	0	0	21
8:15 AM	0	9	1	1	12	0	0	4	0	0	0	0	27
8:30 AM	0	8	1	0	21	1	0	7	1	0	1	0	40
8:45 AM	1	3	1	1	23	4	1	8	2	0	2	0	46
TOTAL VOL:	1	33	5	3	107	6	1	44	6	0	5	0	211

PEAK VOL:	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	TOTAL
	1	24	4	2	66	5	1	25	3	0	3	0	134

**Pedestrian Counts**

	Howard Street Northeast Leg	Howard Street Southwest Leg	Spear Street Southeast Leg	Spear Street Northwest Leg	TOTAL
7:00 AM	82	89	56	60	287
7:15 AM	92	112	102	59	365
7:30 AM	116	178	114	98	506
7:45 AM	197	199	124	118	638
8:00 AM	275	318	172	134	899
8:15 AM	431	331	227	192	1181
8:30 AM	468	352	242	260	1322
8:45 AM	478	400	247	212	1337
TOTAL VOL:	2139	1979	1284	1133	6535

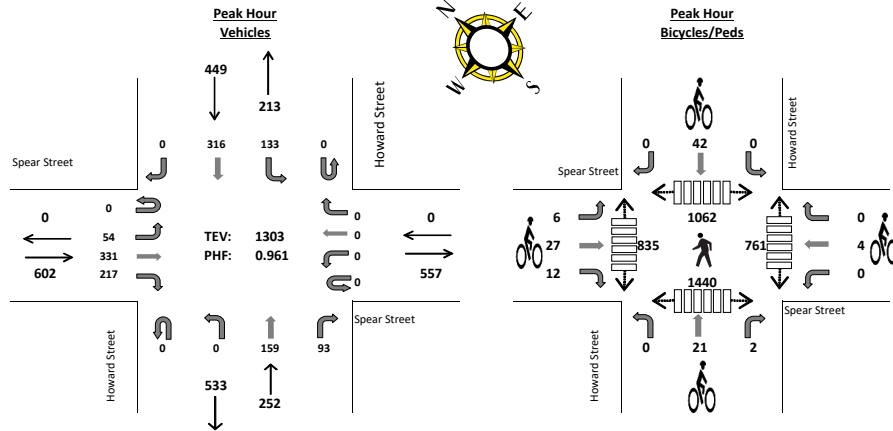
PEAK VOL:	Northeast Leg	Southwest Leg	Southeast Leg	Northwest Leg	TOTAL
	1652	1401	888	798	4739

Location: San Francisco  
 NE/SW: Howard Street  
 SE/NW: Spear Street

Date: 8/30/2016  
 Day: TUESDAY  
 Project # 220-16547

**TURNING MOVEMENT COUNT**

Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:45 PM to 5:45 PM



**Vehicle Counts**

	Howard Street Northeastbound				Howard Street Southwestbound				Spear Street Southeastbound				Spear Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
4:00 PM	0	0	47	17	0	35	75	0	0	6	83	29	0	0	0	0	292
4:15 PM	0	0	37	20	0	31	75	0	0	6	82	36	0	0	0	0	287
4:30 PM	0	0	42	23	0	28	77	0	0	14	72	39	0	0	0	0	295
4:45 PM	0	0	50	24	0	42	74	0	0	10	69	62	0	0	0	0	331
5:00 PM	0	0	34	21	0	23	77	0	0	12	88	42	0	0	0	0	297
5:15 PM	0	0	40	23	0	38	81	0	0	19	80	55	0	0	0	0	336
5:30 PM	0	0	35	25	0	30	84	0	0	13	94	58	0	0	0	0	339
5:45 PM	0	0	41	19	0	37	92	0	0	11	73	42	0	0	0	0	315
<b>TOTAL VOLUMES:</b>	0	0	326	172	0	264	635	0	0	91	641	363	0	0	0	0	2492

PM Peak Hr Begins at: 4:45 PM

PEAK VOLUMES:	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	TOTAL
	0	0	159	93	0	133	316	0	0	54	331	217	0	0	0	0	1303
<b>PEAK HR FACTOR:</b>	0.851				0.943				0.912				0.000				0.961

**Bicycle Counts**

	Howard Street Northeastbound			Howard Street Southwestbound			Spear Street Southeastbound			Spear Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
4:00 PM	0	3	0	0	5	0	1	4	1	0	0	0	14
4:15 PM	0	3	0	0	7	0	0	5	0	0	1	1	17
4:30 PM	0	8	0	0	6	2	1	3	2	0	1	0	23
4:45 PM	0	2	1	0	11	0	1	8	3	0	0	0	26
5:00 PM	0	7	0	0	4	0	1	9	4	0	3	0	28
5:15 PM	0	6	1	0	12	0	1	6	2	0	0	0	28
5:30 PM	0	6	0	0	15	0	3	4	3	0	1	0	32
5:45 PM	0	6	1	0	13	0	3	11	3	0	0	0	37
<b>TOTAL VOL:</b>	0	41	3	0	73	2	11	50	18	0	6	1	205
<b>PEAK VOL:</b>	0	21	2	0	42	0	6	27	12	0	4	0	114

**Pedestrian Counts**

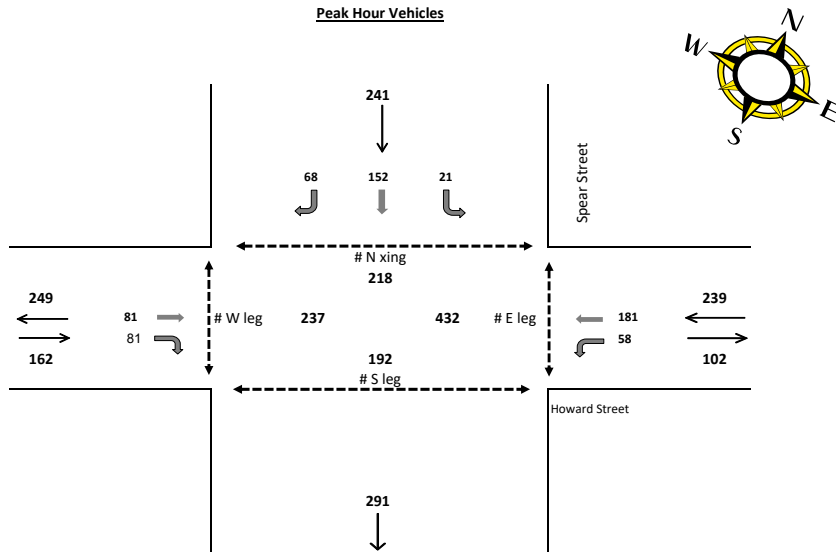
	Howard Street Northeast Leg	Howard Street Southwest Leg	Spear Street Southeast Leg	Spear Street Northwest Leg	TOTAL
4:00 PM	175	210	143	111	639
4:15 PM	150	240	141	111	642
4:30 PM	229	259	175	135	798
4:45 PM	274	311	168	193	946
5:00 PM	305	414	201	247	1167
5:15 PM	264	400	221	210	1095
5:30 PM	219	315	171	185	890
5:45 PM	265	303	180	124	872
<b>TOTAL VOL:</b>	1881	2452	1400	1316	7049
<b>PEAK VOL:</b>	1062	1440	761	835	4098

Location: San Francisco  
 N/S: Spear Street  
 E/W: Howard Street

Date: 7/19/23  
 Day: Wed  
 Collector: Daniel Carr and Jacob Henke

**TURNING MOVEMENT COUNT**

Count Period: 8:00 AM to 9:00 AM



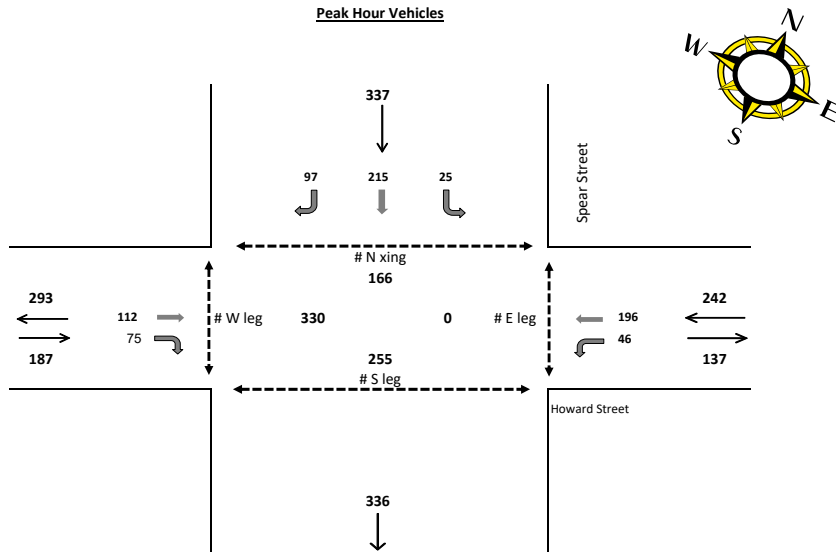
	Eastbound			Westbound			Northbound			Southbound			
	West leg crosswalk			East leg crosswalk			South leg crosswalk			North leg crosswalk			
	Howard Street			Howard Street			Spear Street			Spear Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	↵	→	↘	↵	←	↙	↙	↑	↘	↙	↑	↘	
8:00-8:15 AM	Autos	-	22	18	18	35	-	0	0	0	5	35	16
	Bikes		1			1		0	0	0	1	2	1
	Peds		59			86		40			43		
8:15-8:30 AM	Autos	-	23	22	18	35	-	-	1	-	4	25	14
	Bikes		1			12					0	6	1
	Peds		57			106		38			49		
8:30-8:45 AM	Autos	-	20	17	15	32	-	-	-	-	5	47	10
	Bikes		1			15						1	1
	Peds		52			108		60			67		
8:45-9:00AM	Autos	-	11	24	7	35	-	-	-	-	6	37	25
	Bikes		2			16					1		
	Peds		69			132		54			59		
Vehicle Total		0	81	81	58	181	0	0	2	0	21	152	68

Location: San Francisco  
 N/S: Spear Street  
 E/W: Howard Street

Date: 7/19/23  
 Day: Wed  
 Collector: Daniel Carr and Jacob Henke

**TURNING MOVEMENT COUNT**

Count Period: 5:00 PM to 6:00 PM



	Eastbound			Westbound			Northbound			Southbound			
	West leg crosswalk			East leg crosswalk			South leg crosswalk			North leg crosswalk			
	Howard Street			Howard Street			Spear Street			Spear Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	↙	→	↘	↙	←	↖	↙	↑	↘	↙	↑	↘	
5:00-5:15 PM	Autos	-	22	17	7	29	-	-	-	5	47	14	
	Bikes		10		8		1	0	0	0	1	0	
	Peds		89					54			22		
5:15-5:30 PM	Autos	-	24	15	13	36	-	-	-	5	62	20	
	Bikes		11		8		1	0	0	0	0	1	
	Peds		97					86			46		
5:30-5:45 PM	Autos	-	22	16	14	46	-	-	-	3	59	24	
	Bikes		5			11		0	0	3	1	1	
	Peds		86					54			43		
5:45-6:00 PM	Autos	-	16	27	12	53	-	-	-	8	44	35	
	Bikes		2			5		0	0	1	1	2	
	Peds		58					61			55		
Vehicle Total		0	112	75	46	196	0	2	0	0	25	215	97

## 24-HOUR ADT COUNT SUMMARY

CLIENT:

PROJECT: 16-7524-623

LOCATION: Spear St Bet. Howard St & Folsom St

NODE:

DATE: Tuesday, September 20, 2016

DIRECTION:		SB Inside & Outside Lanes				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	2	6	3	4	15	
1:00	7	5	8	7	27	
2:00	4	4	4	6	18	
3:00	1	4	2	4	11	
4:00	3	7	8	9	27	
5:00	13	11	12	17	53	
6:00	25	18	25	38	106	
7:00	26	46	65	57	194	
8:00	62	47	65	72	246	
9:00	50	41	53	30	174	
10:00	20	23	41	29	113	
11:00	32	33	41	53	159	
12:00	42	37	33	31	143	
13:00	29	35	29	40	133	
14:00	51	45	68	32	196	
15:00	20	26	50	24	120	
16:00	67	57	35	31	190	
17:00	35	50	45	31	161	
18:00	24	24	16	19	83	
19:00	25	8	14	23	70	
20:00	15	12	10	16	53	
21:00	15	14	18	14	61	
22:00	18	15	15	16	64	
23:00	13	4	10	3	30	
				TOTAL	2447	
AM PEAK HOUR		08:00				
VOLUME		246				
PM PEAK HOUR		13:45				
VOLUME		204				

DIRECTION:		SB Total Volume				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	5	11	9	7	32	
1:00	8	13	9	15	45	
2:00	6	5	7	7	25	
3:00	2	6	2	7	17	
4:00	4	21	9	18	52	
5:00	15	16	19	30	80	
6:00	31	30	47	59	167	
7:00	55	72	87	87	301	
8:00	95	86	121	126	428	
9:00	100	119	114	81	414	
10:00	66	68	89	81	304	
11:00	73	66	80	91	310	
12:00	78	76	64	66	284	
13:00	92	89	97	129	407	
14:00	149	135	120	123	527	
15:00	109	122	152	105	488	
16:00	133	113	113	112	471	
17:00	105	140	123	120	488	
18:00	87	95	84	59	325	
19:00	82	58	53	55	248	
20:00	55	41	40	68	204	
21:00	51	53	41	33	178	
22:00	42	25	31	21	119	
23:00	25	13	18	8	64	
				TOTAL	5978	
AM PEAK HOUR		08:30				
VOLUME		466				
PM PEAK HOUR		13:45				
VOLUME		533				

# SPEED SURVEYS

CLIENT:  
 PROJECT: 16-7524-623  
 DATE: Tuesday, September 20, 2016  
 LOCATION: Spear St Bet. Howard St & Folsom St  
 CITY: San Francisco  
 DIRECTION: SB  
 SPEED LIMIT: No Sign

SB Inside & Outside Lanes															
BEGIN TIME	TOTAL	0-14 MPH	15-19 MPH	20-24 MPH	25-29 MPH	30-34 MPH	35-39 MPH	40-44 MPH	45-49 MPH	50-54 MPH	55-59 MPH	60-64 MPH	65-69 MPH	70-99 MPH	AVG SPEED
0:00	15	2	9	0	3	1	0	0	0	0	0	0	0	0	0
1:00	27	4	5	10	4	4	0	0	0	0	0	0	0	0	0
2:00	18	3	2	5	3	4	1	0	0	0	0	0	0	0	0
3:00	11	3	3	2	3	0	0	0	0	0	0	0	0	0	0
4:00	27	6	8	8	5	0	0	0	0	0	0	0	0	0	0
5:00	53	18	10	16	6	2	1	0	0	0	0	0	0	0	0
6:00	106	26	33	21	20	5	1	0	0	0	0	0	0	0	0
7:00	194	57	35	54	41	5	1	1	0	0	0	0	0	0	0
8:00	246	91	43	60	44	7	1	0	0	0	0	0	0	0	0
9:00	174	86	34	31	19	3	1	0	0	0	0	0	0	0	0
10:00	113	48	24	24	11	6	0	0	0	0	0	0	0	0	0
11:00	159	42	48	51	15	3	0	0	0	0	0	0	0	0	0
12:00	143	34	33	44	27	5	0	0	0	0	0	0	0	0	0
13:00	133	36	32	38	23	4	0	0	0	0	0	0	0	0	0
14:00	196	25	40	57	58	14	2	0	0	0	0	0	0	0	0
15:00	120	10	24	35	37	13	1	0	0	0	0	0	0	0	0
16:00	190	24	32	72	46	11	4	1	0	0	0	0	0	0	0
17:00	161	18	36	68	27	11	1	0	0	0	0	0	0	0	0
18:00	83	4	19	32	22	6	0	0	0	0	0	0	0	0	0
19:00	70	2	10	31	23	4	0	0	0	0	0	0	0	0	0
20:00	53	2	5	18	20	7	1	0	0	0	0	0	0	0	0
21:00	61	2	9	20	21	6	0	3	0	0	0	0	0	0	0
22:00	64	2	5	29	19	6	3	0	0	0	0	0	0	0	0
23:00	30	2	2	8	8	7	2	1	0	0	0	0	0	0	0
<b>DAILY</b>	<b>2447</b>	<b>547</b>	<b>501</b>	<b>734</b>	<b>505</b>	<b>134</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

TOTALS:

PERCENT 100% **22.4%** **20.5%** **30.0%** **20.6%** **5.5%** **0.8%** **0.2%** **0.0%** **0.0%** **0.0%** **0.0%** **0.0%** **0.0%** **0.0%**

TOTALS:

PERCENTILE SPEEDS:            **10%**            **15%**            **50%**            **85%**            **90%**  
    9.5            11.7            21.2            28.0            29.2

SPEED EXCEEDED:    **45 MPH**            **55 MPH**            **65 MPH**            10 MPH PACE SPEED:    20 - 29  
 PERCENTAGE:            0.0            0.0            0.0            NUMBER IN PACE:            1239  
 TOTALS:                    0            0            0            % IN PACE:                    50.6



Spear Street at Mission Street, looking southeast



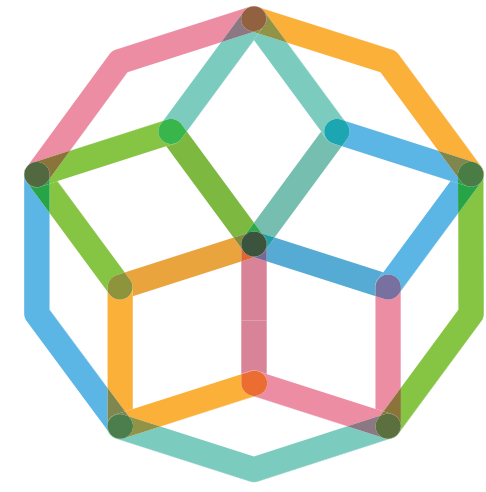
Spear Street, midblock between Mission Street and Howard Street, looking southeast



Spear Street at Howard Street, looking southeast

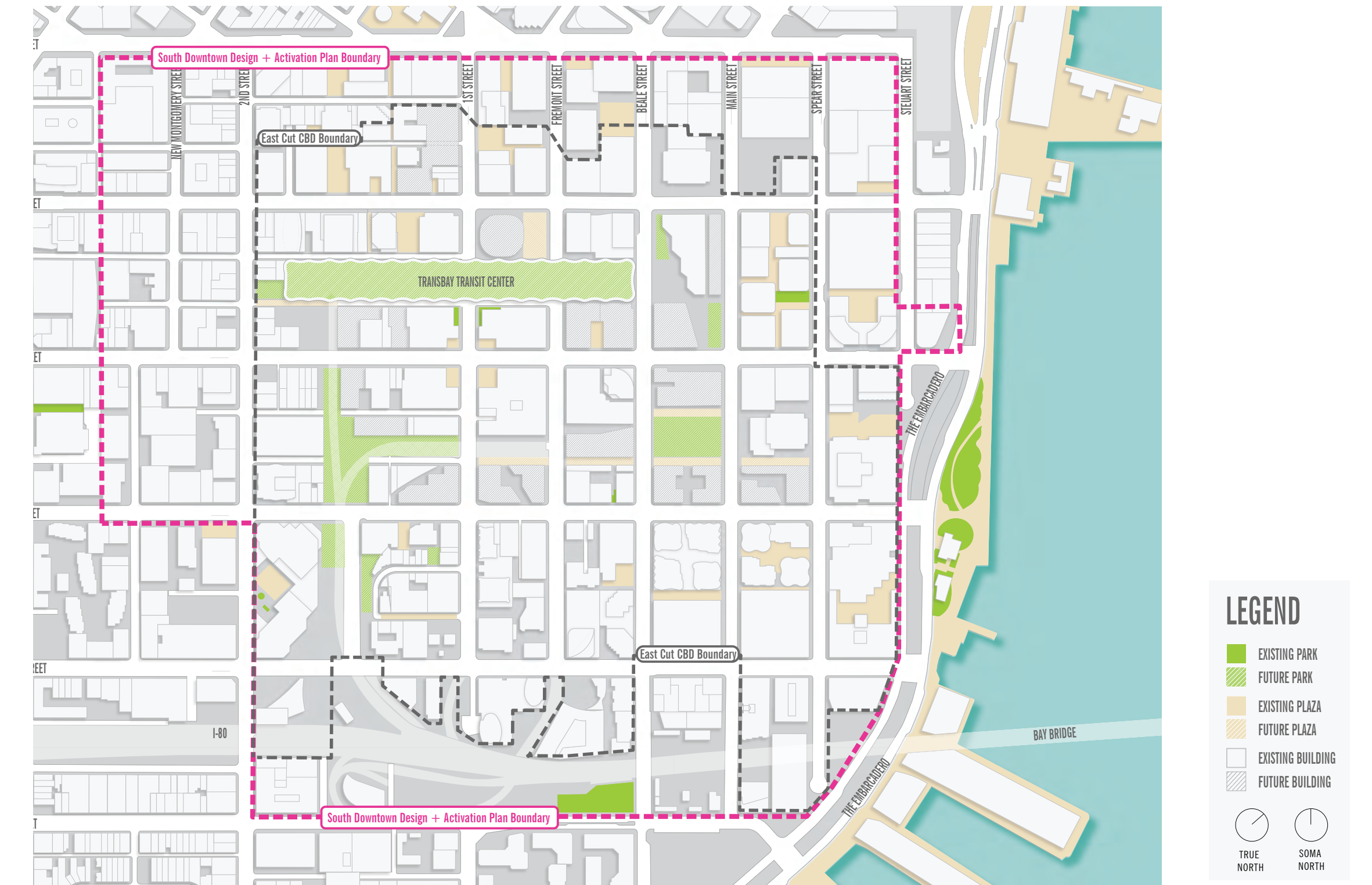
# SOUTH DOWNTOWN

DESIGN + ACTIVATION



**The South Downtown Design + Activation Plan (Soda)** provides a framework for designing, implementing and managing the public realm in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill.

**The plan area** (right) covers roughly 30 blocks of the city bounded by Market Street, The Embarcadero, Bryant Street and 2nd Street. The planning process is a collaborative effort between the City and The East Cut Community Benefit District and will result in a comprehensive vision for the design and activation of streets and open spaces throughout the South Downtown.



## PLAN GOALS

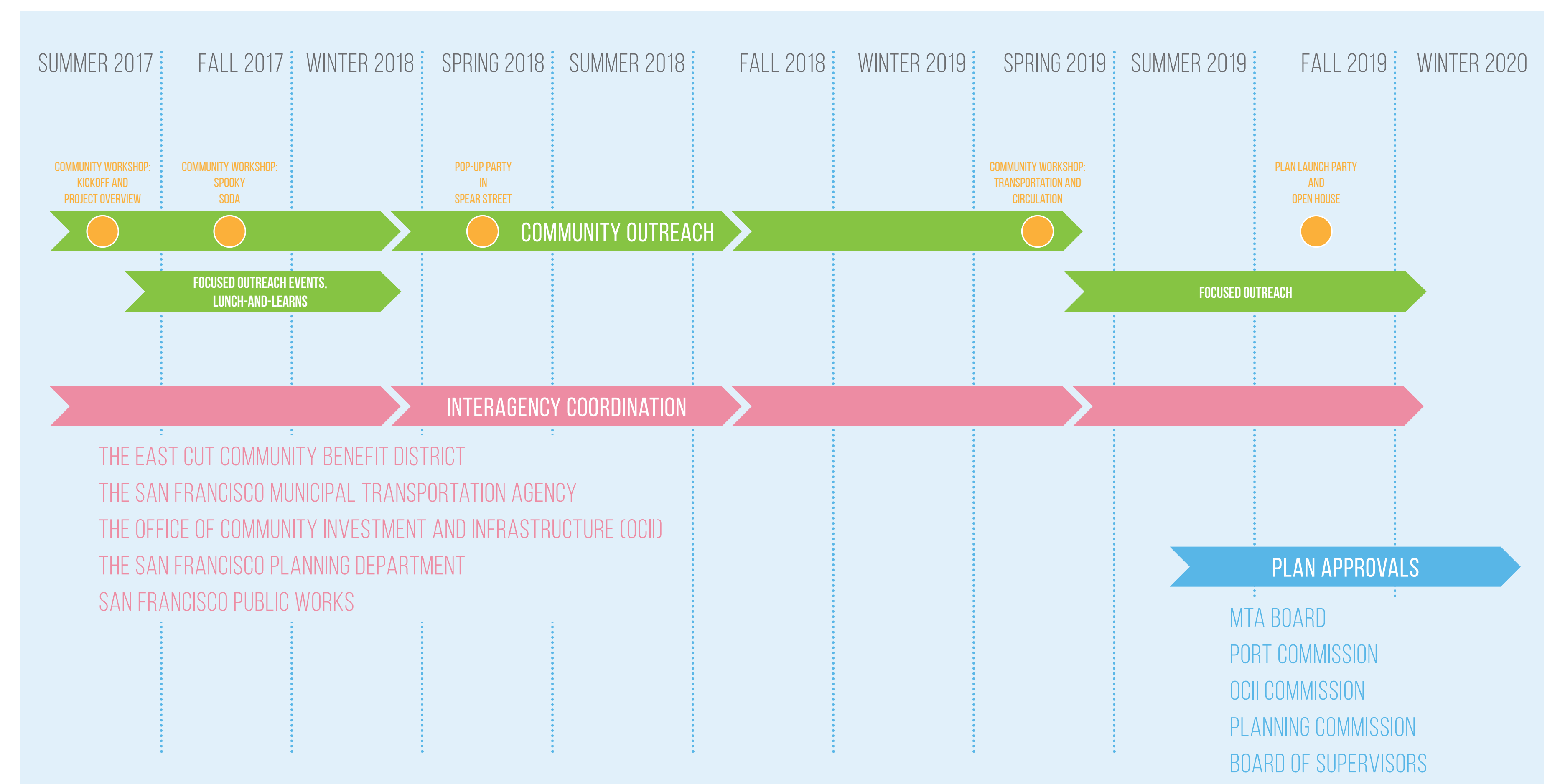
**Enhance and Implement.** The South Downtown Design + Activation Plan builds upon previous planning initiatives that have helped to shape this neighborhood throughout the years. Synchronizing these efforts and building on the successes of the past will allow us to create more complementary designs across planning areas and create stronger connections both within and beyond the district.

**Enhance the Built Environment.** The South Downtown Design + Activation Plan emphasizes the need to enhance the built environment of the South Downtown area. Enhancing the built environment means thinking strategically about how we can activate our ground floors and create more vibrant pedestrian environments. It means improving upon and creating new open spaces for residents and visitors and being intentional about how our public spaces are used.

**Elevate the Experience.** Think about your favorite streets and public spaces. Why do you love them? For most people, the answer to this question involves multiple elements that work together to create a positive sensory and emotional experience. Our experience of streets and public spaces is rooted in a sense of place and identity. It is enhanced by cohesive and high-quality design, as well as some degree of activation, which provides us with opportunities to people watch or engage with others as we socialize, observe, learn or play.

**Prioritize Safety and Mobility.** The future of the South Downtown is a truly multi-modal district with high efficiency transit, a better bike and walking network with 21st century designs to improve safety for all streetscape users with an emphasis on people walking, biking, and riding transit. Future plans also include more greening and spaces for people to stop and rest. The City is working together to ensure that streets and open spaces are well-designed, maintained, and activated.

## PROJECT TIMELINE



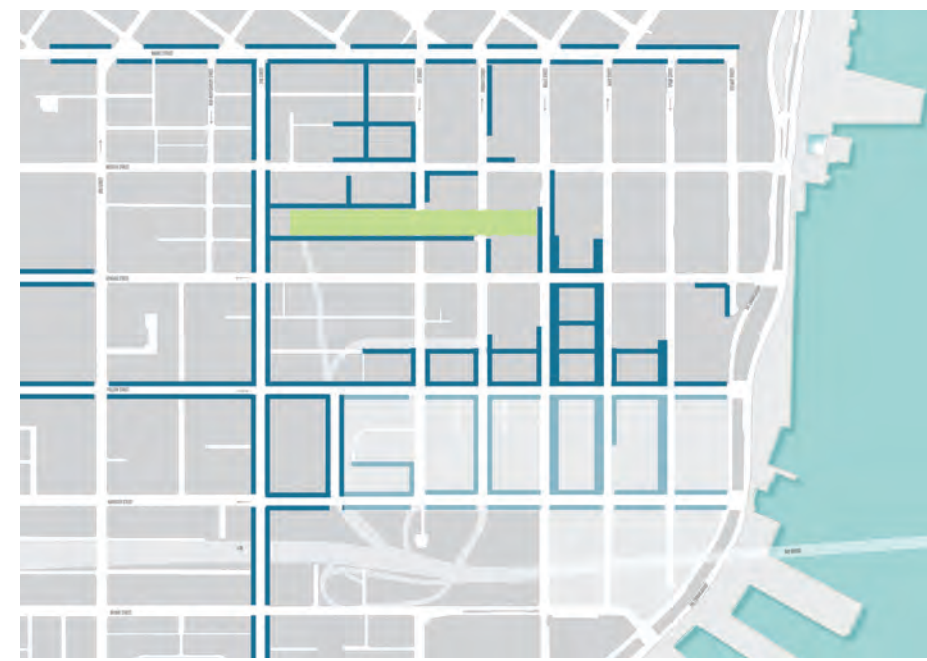


# STREETSCAPE IMPLEMENTATION PHASING

## PHASE A

### UNDER CONSTRUCTION/COMPLETED

NOTE: MAP SHOWS STREETS TO BE BUILT BY PRIVATE DEVELOPERS, NON-SODA CITY STREETSCAPE PROJECTS, AND COMPLETED PROJECTS



#### Folsom Street

- 2nd to The Embarcadero: Complete Street

#### Harrison Street

- Essex to The Embarcadero: Complete Street

#### Mission Street

- Sidewalk extension, crosswalk and pedestrian signal at Shaw Alley
- Bus island

#### 1st Street

- Mission to Minna: sidewalk extension and curb ramp

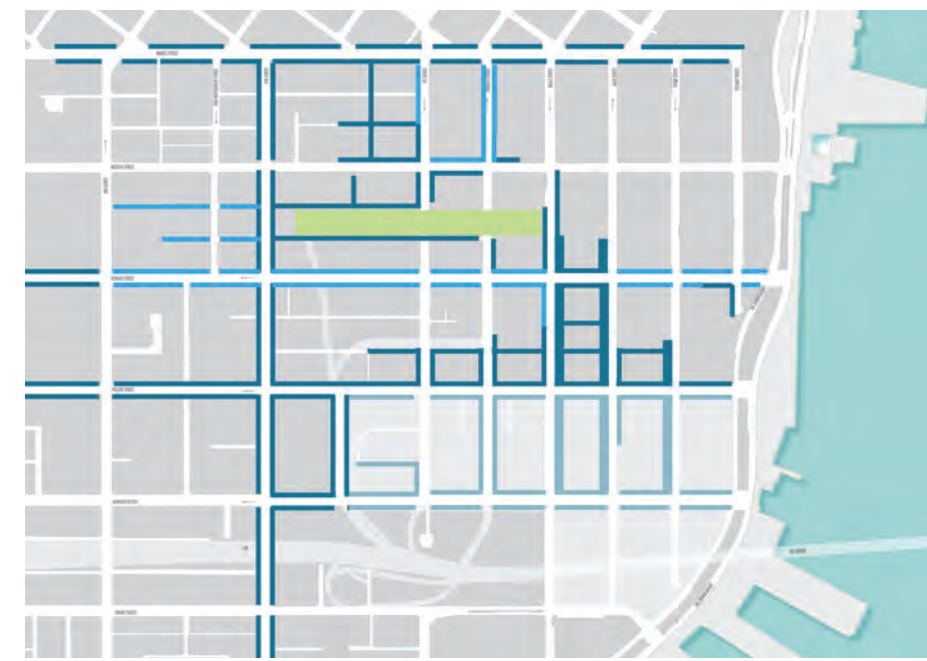
#### 2nd Street

- Market to Bryant: Complete Street

## PHASE B

@ SFMTA, PUBLIC WORKS: 2019

ESTIMATED CONSTRUCTION: 2021



#### The Transit "U"

- **1st Street**, Market to Mission: sidewalk widening
- **Fremont Street**, Market to Mission: sidewalk widening and bus island realignment
- **Mission Street**, 1st to Fremont: north sidewalk widening and corner extensions

#### Natoma and Minna Streets

- YBCA to Transit Center connection
- Includes new signalized mid-block crossing at New Montgomery and Natoma and New Montgomery and Minna.

#### Howard Street

- 3rd to The Embarcadero: Complete Street
- New signalized mid-block crossing at Under Ramp Park

#### Steuart Street

- Convert to two-way between Howard and Mission

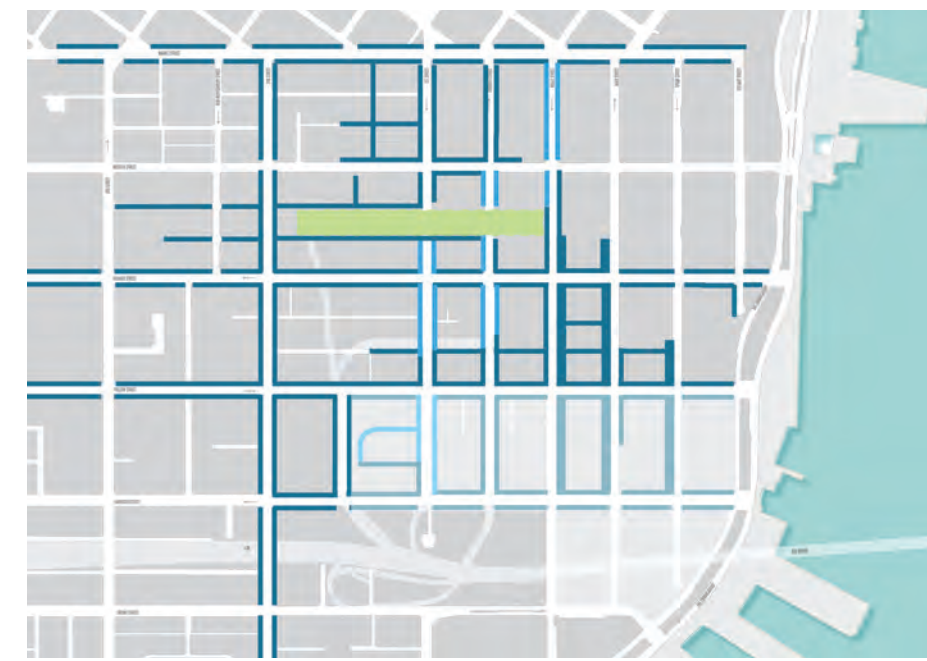
#### Beale Street

- Howard to Folsom: West side sidewalk widening and Casual Carpool improvements

## PHASE C

@ SFMTA, PUBLIC WORKS: 2020

ESTIMATED CONSTRUCTION: 2022



#### Beale Street

- Infill blocks between Market and Mission
- Includes new signalized mid-block crossing at Clementina

#### 1st Street

- Infill blocks between Minna and Harrison
- Includes possible southern Clementina crossing [north crossing to be completed by developer]
- Includes 1 block in Rincon Hill

#### Fremont Street

- Infill blocks between Mission and Folsom
- Includes Clementina crossing

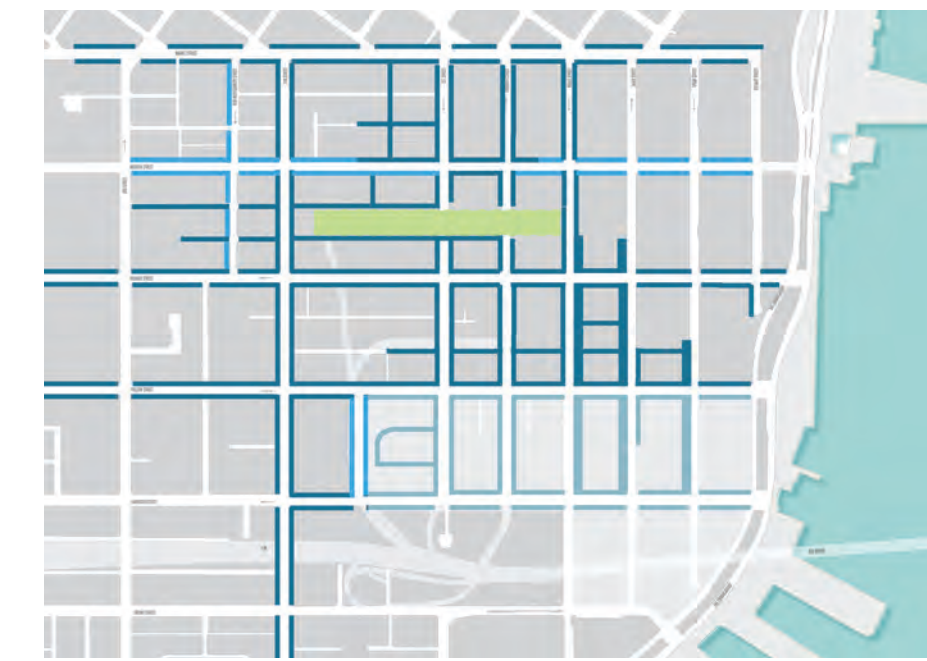
#### Main Street

- Striping Project to add Protected bike lane
- Potential new signalized crossing between Mission and Howard
- Potential new signalized crossing at Clementina if needed

## PHASE D

@ SFMTA, PUBLIC WORKS: 2021

ESTIMATED CONSTRUCTION: 2023



#### Mission Street

- 3rd to The Embarcadero: sidewalk widening, bulbouts and transit-only lanes

#### New Montgomery Street

- Sidewalk extensions on west side and possible new signalized mid-block crossing at Jesse Essex Street

## PHASE E

@ SFMTA, PUBLIC WORKS: 2022

ESTIMATED CONSTRUCTION: 2024



#### Main Street

- Infill blocks

#### Spear Street

- Market to Folsom

#### Stewart Street

- Potential new signalized mid-block crossing between Mission and Howard

#### Soda Alleys

- Minna
- Stevenson
- Jesse
- Tehama
- Anthony
- Clementina (west of OCII projects)

### Soda Project Prioritization

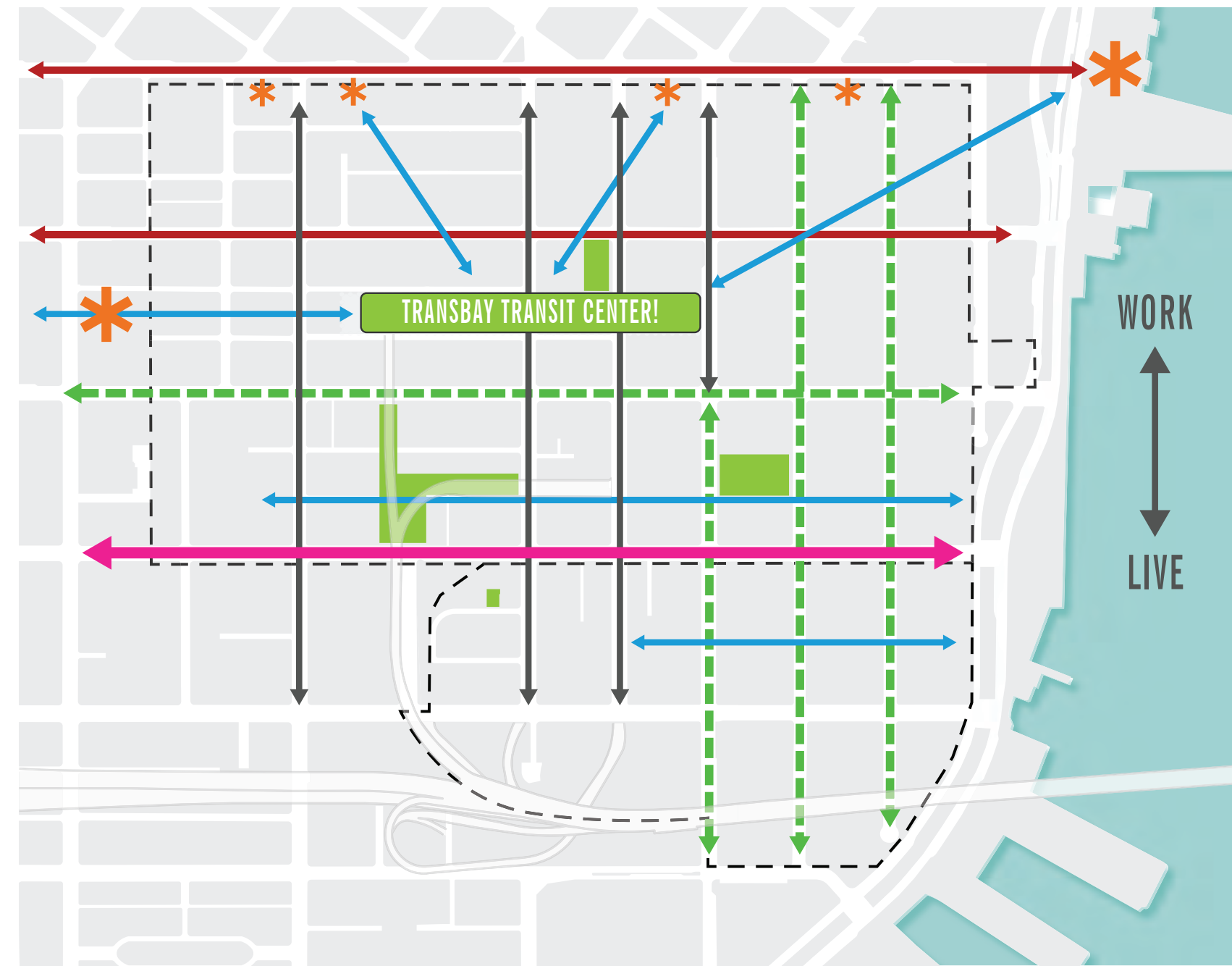
This prioritization matrix shows the order of planning, design, and construction within the Soda district. The matrix was jointly developed in the spring of 2018 with City Planning, SFMTA, OCII and the Controller's Office. The matrix emphasizes design and legislation for critical network segments in relation to the Transbay Terminal while leveraging developer commitments for construction.

#### Factors Considered:

- Special Street (Retail Street or Living Street [Linear Park])
- Bike Route Street
- Priority Transit (Key transit pathway between Market and Transit Center)

- Other Transit
- Vision Zero Corridor
- Project Scale/Resources Needed
- Citywide Connector vs. Neighborhood Circulator
- Existing need (Existing pedestrian experience/comfort)

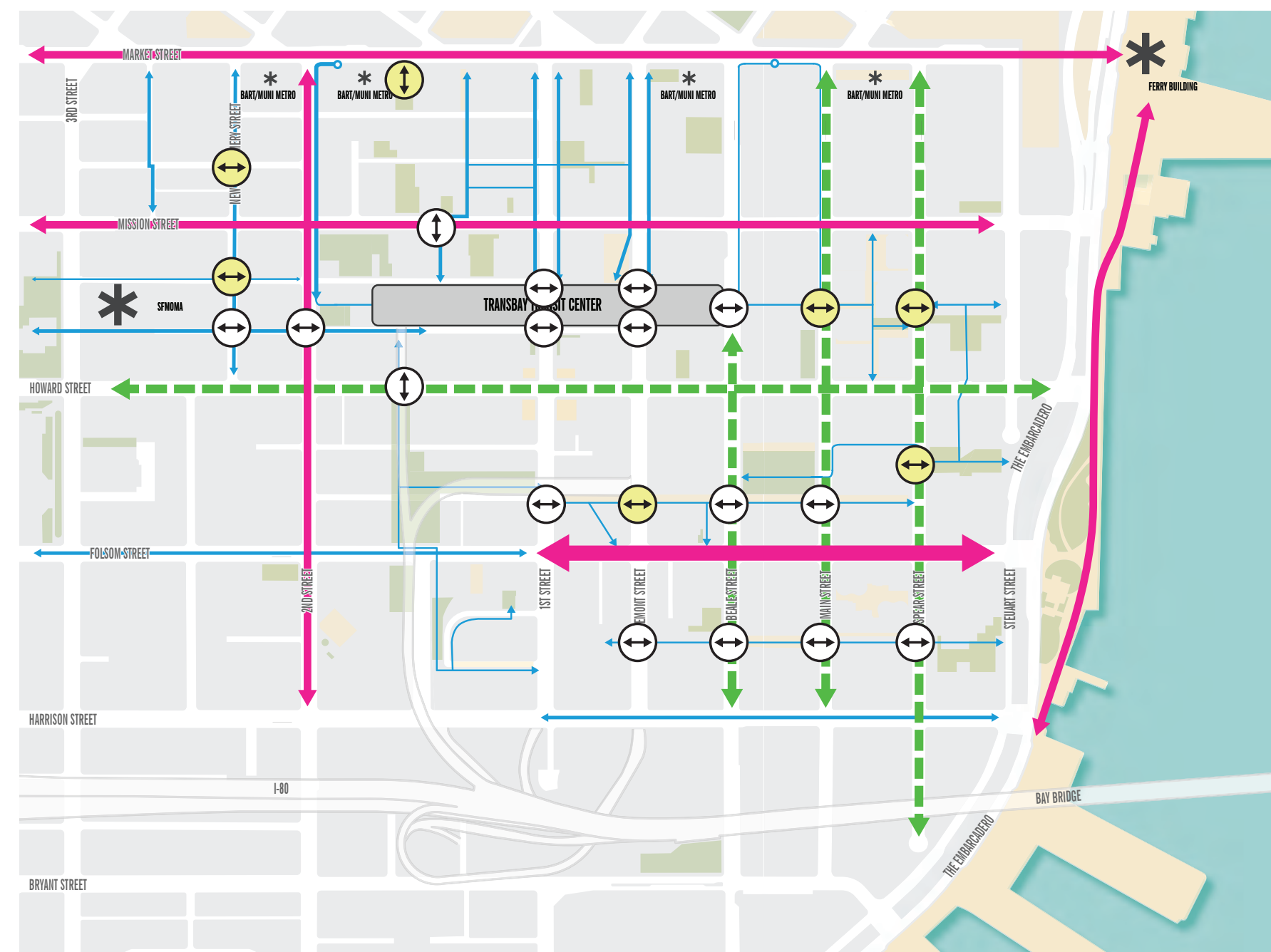
## PARTI



### Soda Concept

- Connect to civic nodes and transit hubs
- Folsom as commercial spine of new neighborhood
- Living Streets (green streets with public life on Main, Beale, Spear and Howard)
- Commercial activity on Market, Mission, 2nd
- New Parks
- Work north of Folsom, live south of Folsom

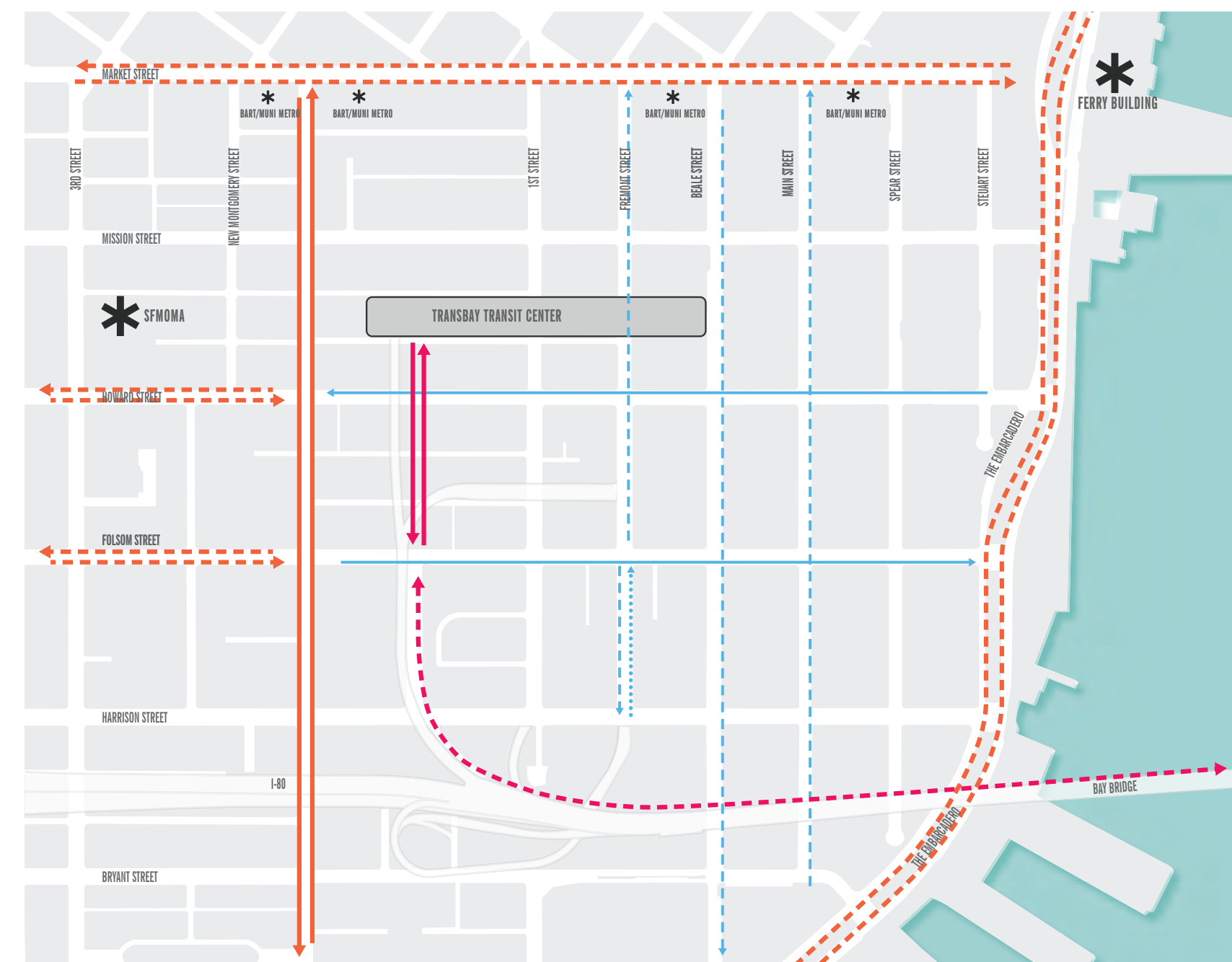
## WALK



### Walking Network

- Use mid-block crossings to create informal walking networks
- Build wide sidewalks and bulbouts on all streets where space allows
- Incorporate greening, especially on Living Streets (Howard, Beale, Main and Spear)
- Connect transit on Market Street with the transit center

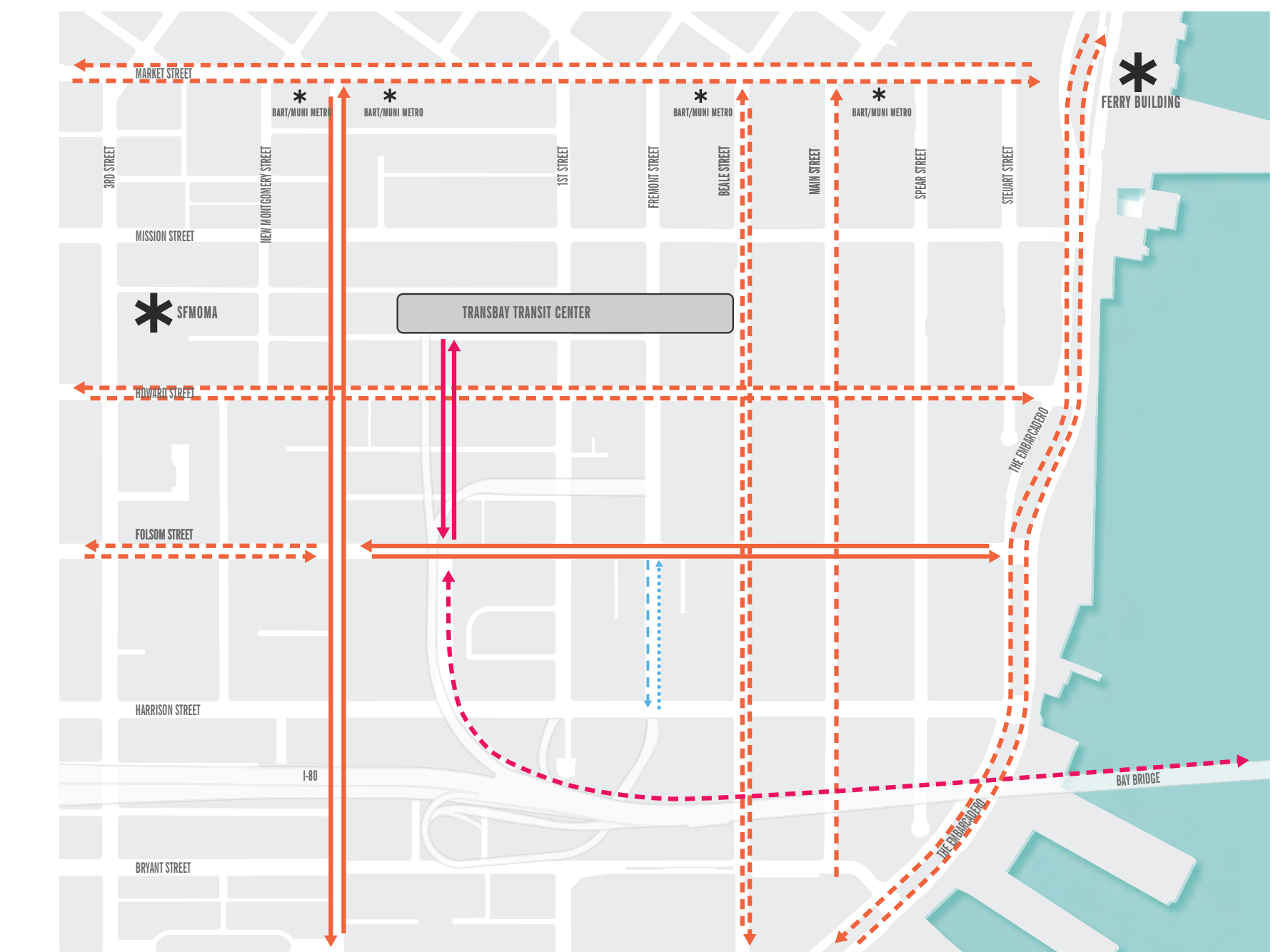
## BIKE TCDP 2012



### 2012 TCDP Bike Proposal

- 1-way Bike lanes on Folsom Howard, Fremont, Main and Beale
- Off-street bike path through under-ram park connecting to the Transit Center connecting to future Bay Bridge bike path

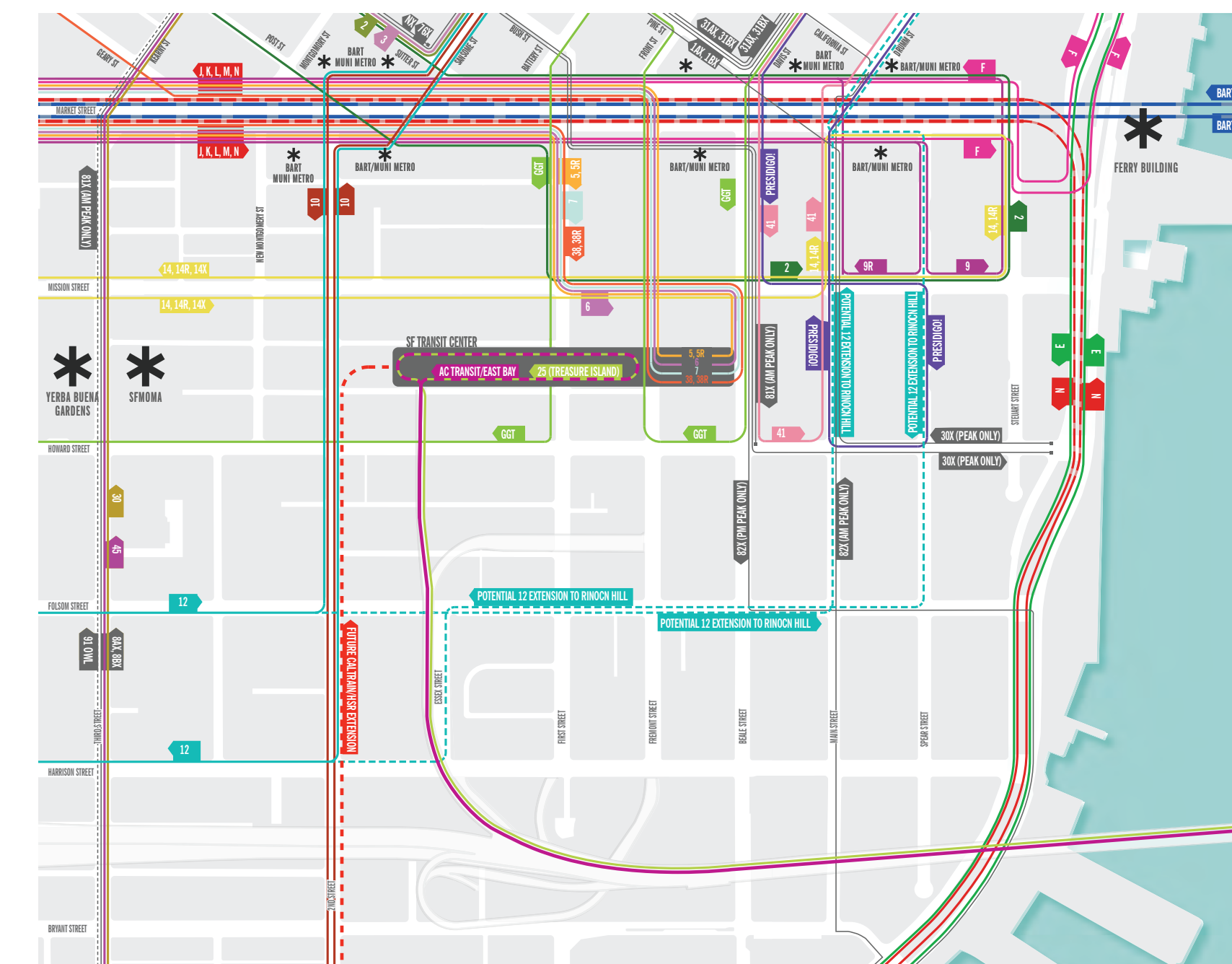
## BIKE SODA



### Soda Bike Proposal

- 2-way protected bikeways on Howard, Folsom and Beale
- 1-way protected bikeway on Main
- Add climbing lane on Fremont between Folsom and Harrison for better access to Rincon Hill
- Off-street bike path through under-ram park connecting to the Transit Center connecting to future Bay Bridge bike path
- Seamless connections to bike projects being planned outside of Soda on Harrison, Folsom, Market and the Embarcadero

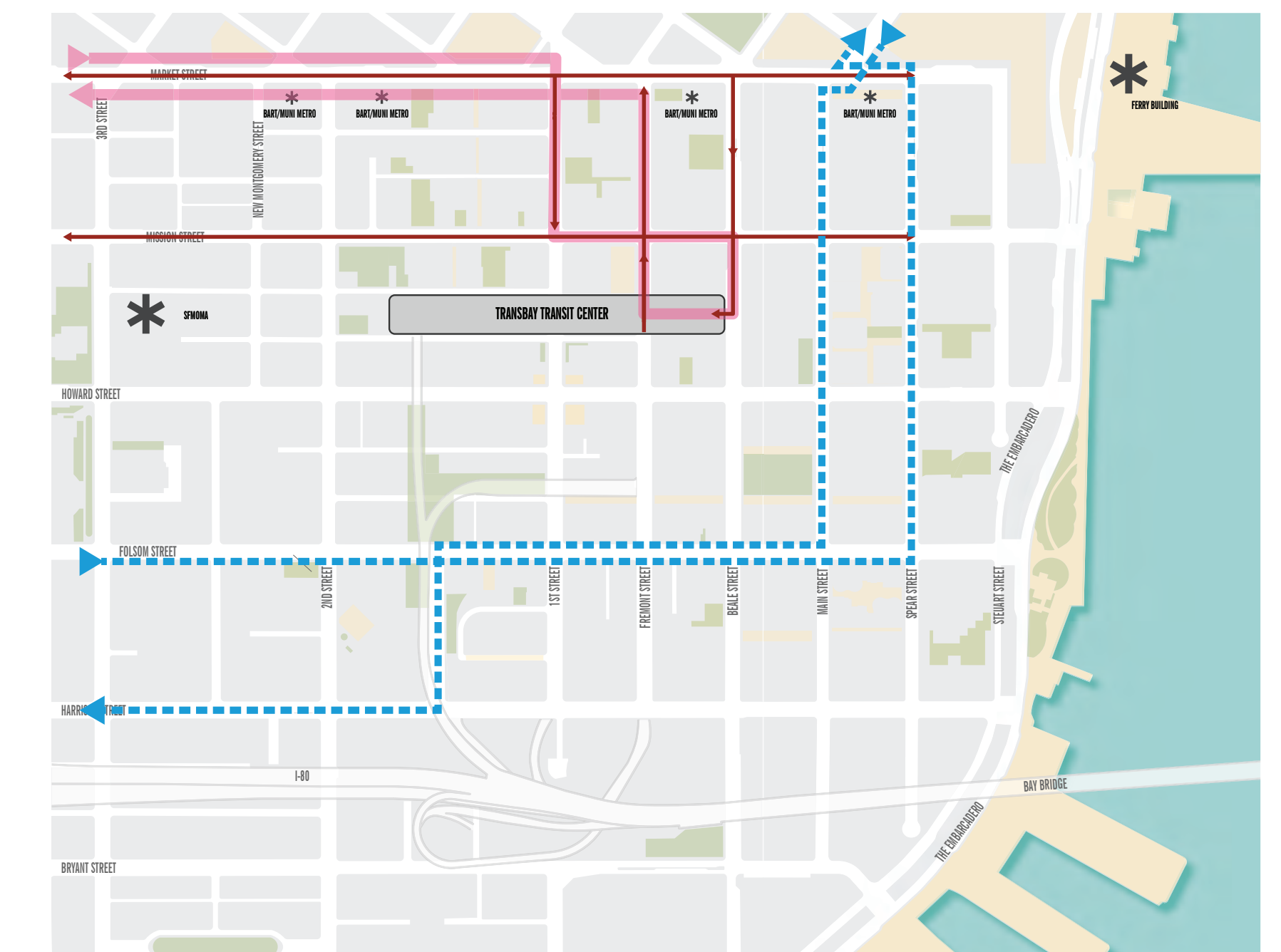
## TRANSIT



### Soda Transit System

- This map shows all of the Muni service in the Soda plan area. Routes are shown by location and not frequency.
- The dashed line shows where route 12 will be routed in Rincon Hill
- The Key Transit Pathway that buses use to access the Salesforce Transit Center (EB Market to 1st, 1st to Mission, Mission to Beale, Beale to the Transit Center, Transit Center to Fremont, Fremont to Market) will likely see headways of 1 bus per minute or greater.

## TRANSIT



### Soda Transit Changes

- Reestablish transit service to Rincon Hill
- Create "Red Carpet Lanes" on all streets with frequent transit service (Market, Mission and Key transit pathway)
- Add a transit-only lane on Beale between Market and Mission to allow Muni increased operational flexibility for buses seeking to access the Salesforce Transit Center from Market Street

## Spear Street: Soda proposal overview

Previous planning efforts proposed that Spear Street would receive “Living Street” improvements – a very wide sidewalk on one side of the street that functions as public open space. The Plans also propose converting Spear Street from a 1-way street to a 2-way street which would slow traffic on the street. The Soda plan proposes creating a new park at the southern terminus of Spear Street at the Embarcadero.

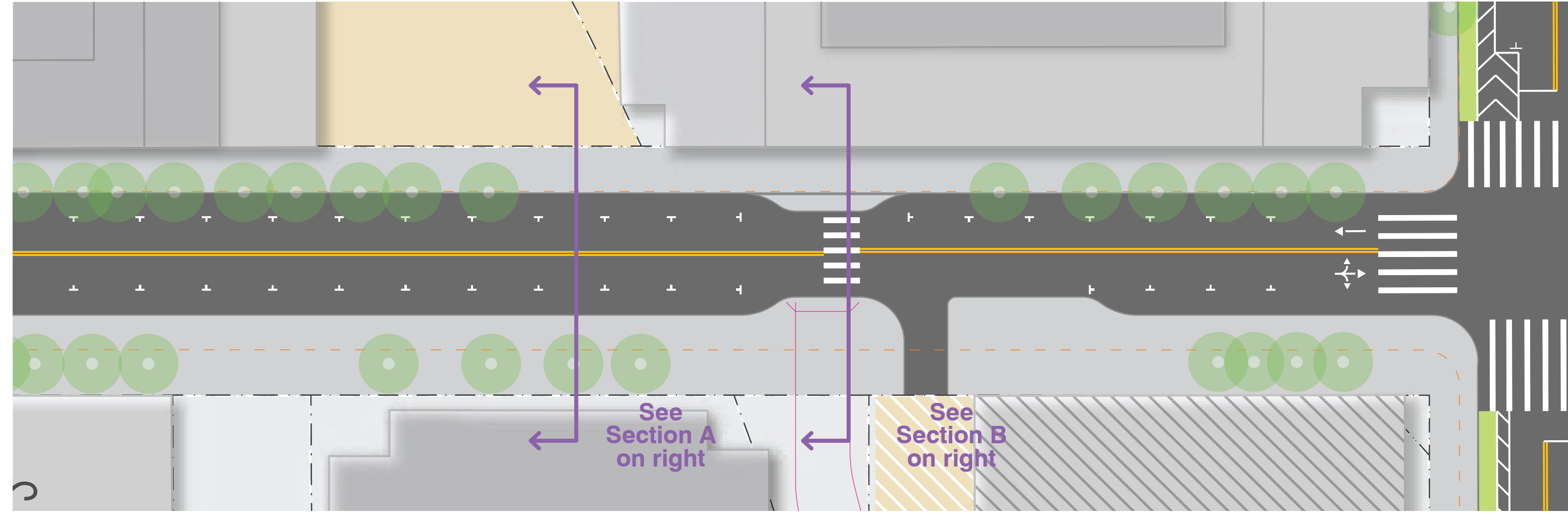
**Market to Mission.** The Better Market Street project will convert this block of Spear to a 2-way, 2-lane street.

**Mission to Harrison.** Preliminary traffic modeling for the Soda Howard Streetscape Project shows that two southbound lanes may be needed on this block. However, the model has limited capacity to accurately predict future behavior given the broader circulation changes proposed in the neighborhood such as the Better Market Street Project, the aforementioned conversion of the upstream block between Market and Mission to 2-way traffic of the block, and the Howard and Folsom Streetscape projects. This in mind, the Soda Plan recommends that the City reevaluate design options after these other streetscape projects have been completed.

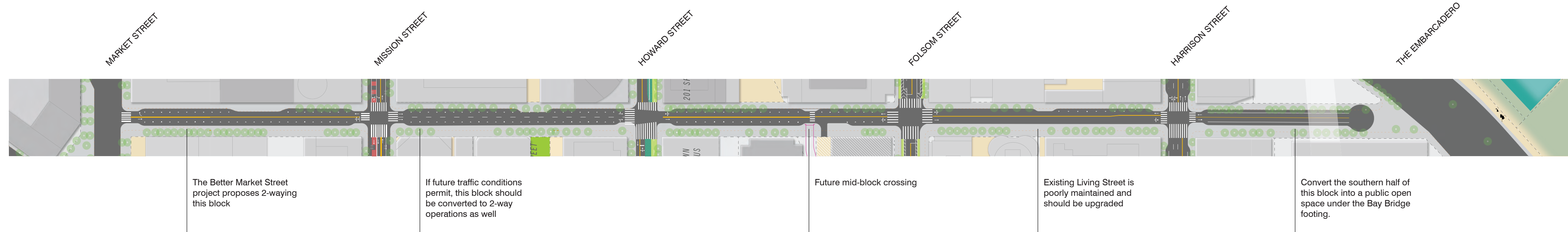
If traffic volumes on the street remain low enough after other streetscape projects in the district have been completed, the City should move forward with converting the rest of Spear Street to 2-way operations.

**Harrison to Embarcadero.** Create a New Public Open Space. The Soda Plan proposes pedestrianizing the southern half of this block and converting it to a public open space underneath the Bay Bridge. This concept was explored through the Soda Planning Process via an architectural studio class at the California College of the Arts. The CCA student developed conceptual designs for converting the foot of Spear Street into a public park. Students also built full-scale prototypes of their designs which were showcased in the space at a community block party.

As a next step, the Soda Plan proposes City to experiment using low-cost materials such as paint and potted plants and movable tables and chairs to test out the viability of a park in this space. If the pilot project is deemed successful, the City should a permanent capital improvement in the space. All pilots and final configurations will retain emergency vehicle access between Spear St and the Embarcadero.



Spear Street, detail of Soda proposed plan (see large poster for complete plan)

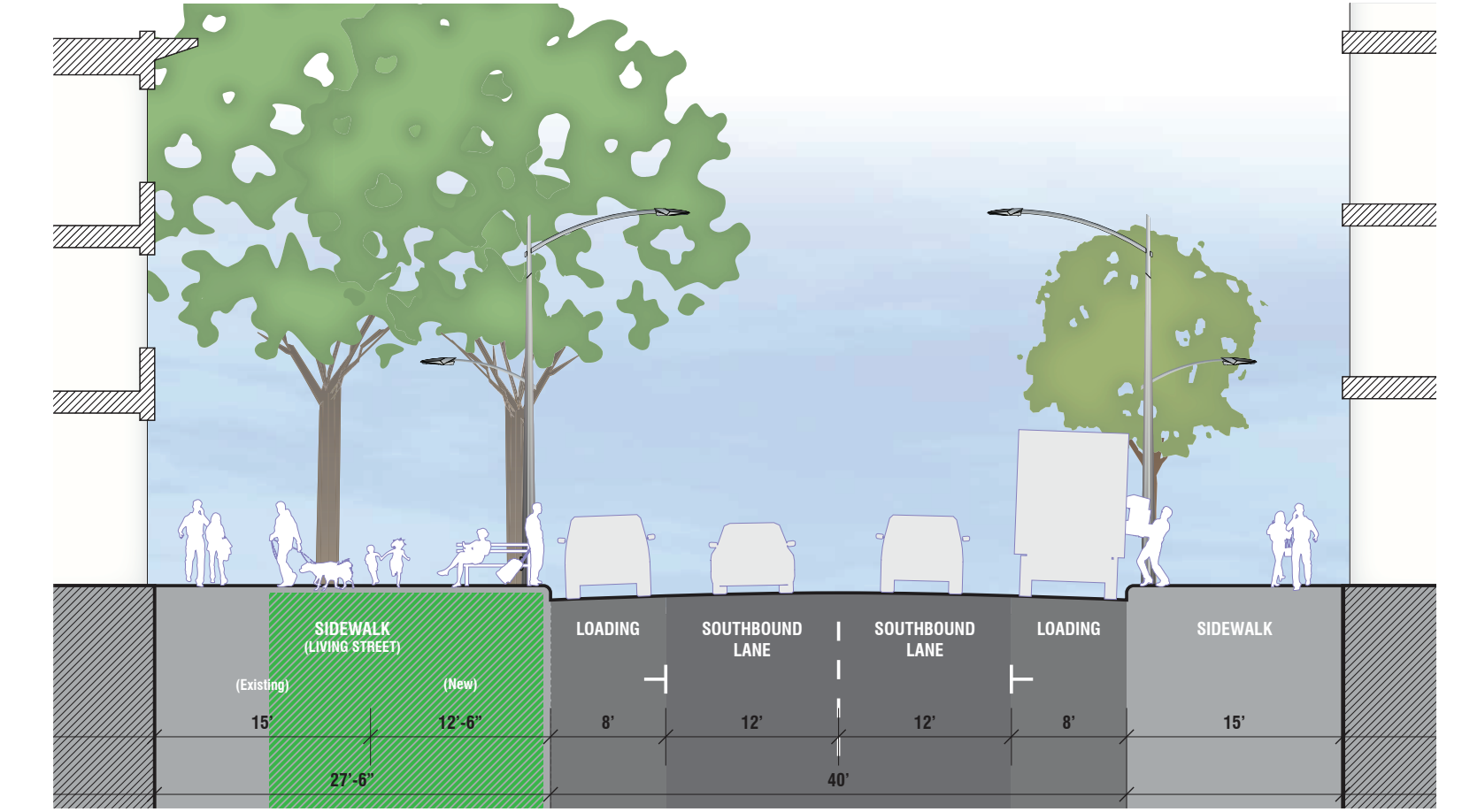


## Timeline

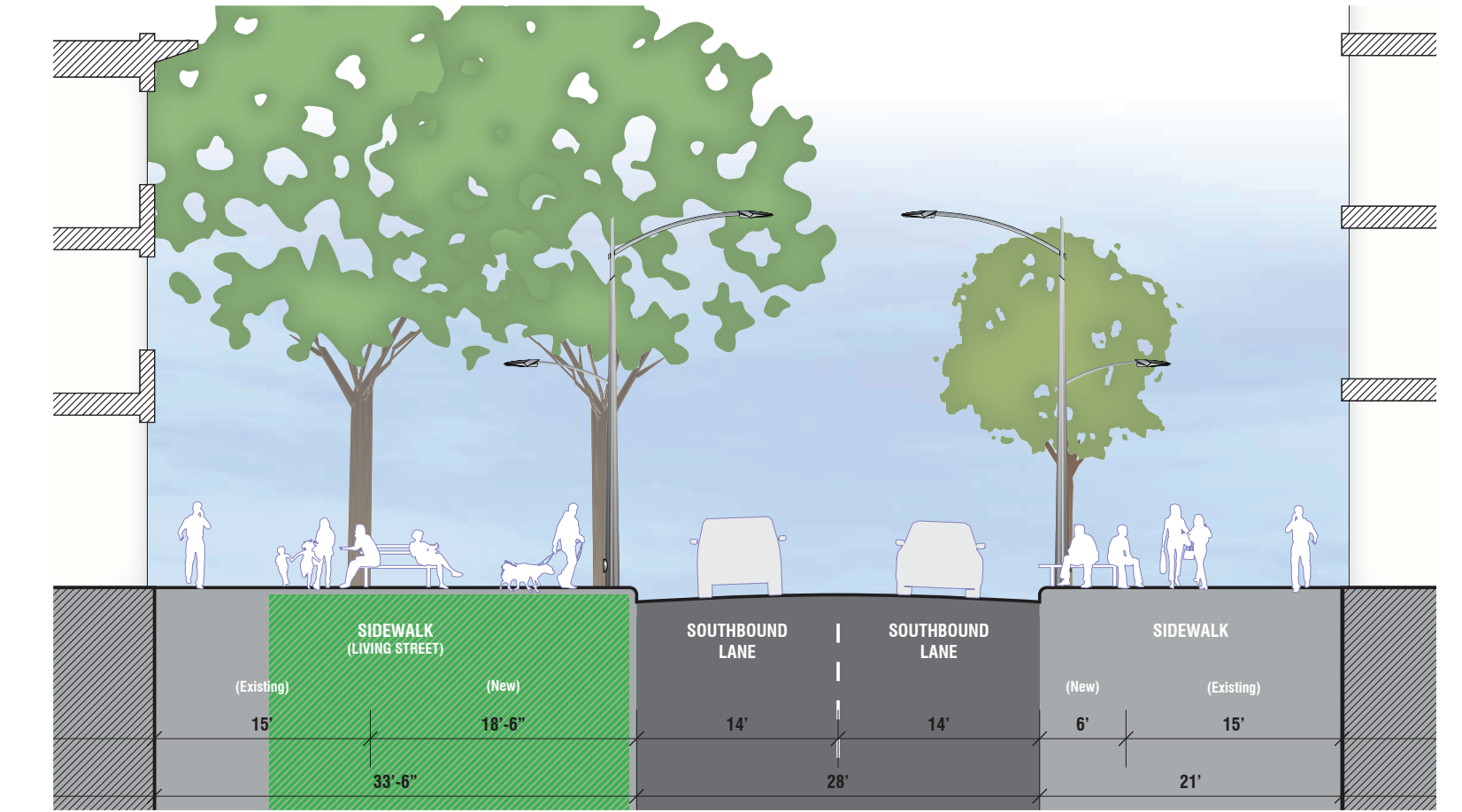
Infill Blocks

Phase E

## Streetscape Priorities



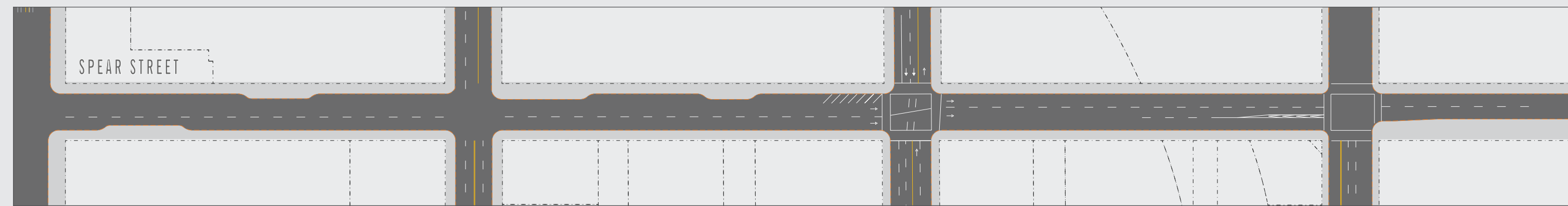
Section A: Looking North



Section B: Looking North

## Spear Street: Existing Conditions

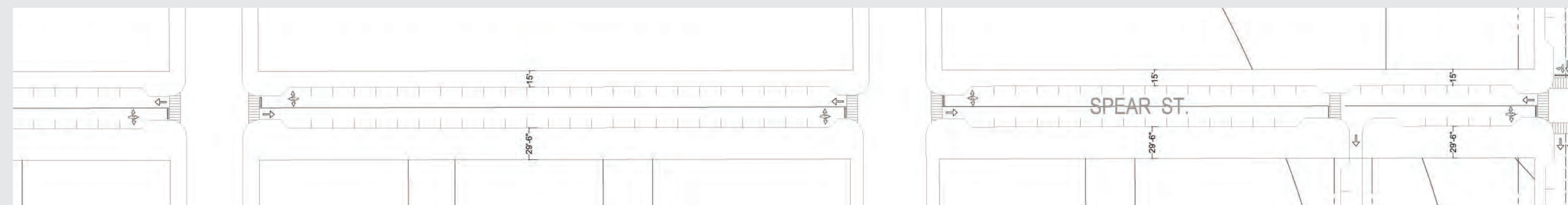
**Market to Harrison:** 1-way street with 2 southbound lanes.



Detail of existing conditions

## Spear Street: Proposed TCDP 2012 & Rincon Hill Streetscape Plan

**Market to Harrison:** Convert to a 2-lane, 2-way street. West-side sidewalk to be built as a Living Street (very wide sidewalk that functions as a linear park).



Detail of TCDP plan

## Comments and suggestions

The East Cut Community Benefit District and SF Planning partnered with students from California College of the Arts to develop concepts for improving the Spear Street Cul-de-sac. In May 2018, student teams designed and prototyped ideas to transform the Spear Street Cul-de-sac into a valuable neighborhood public space. Ideas are currently being solicited for more permanent implementations that could activate the space for residents and visitors.

**Timeline**  
January 2018 - in progress

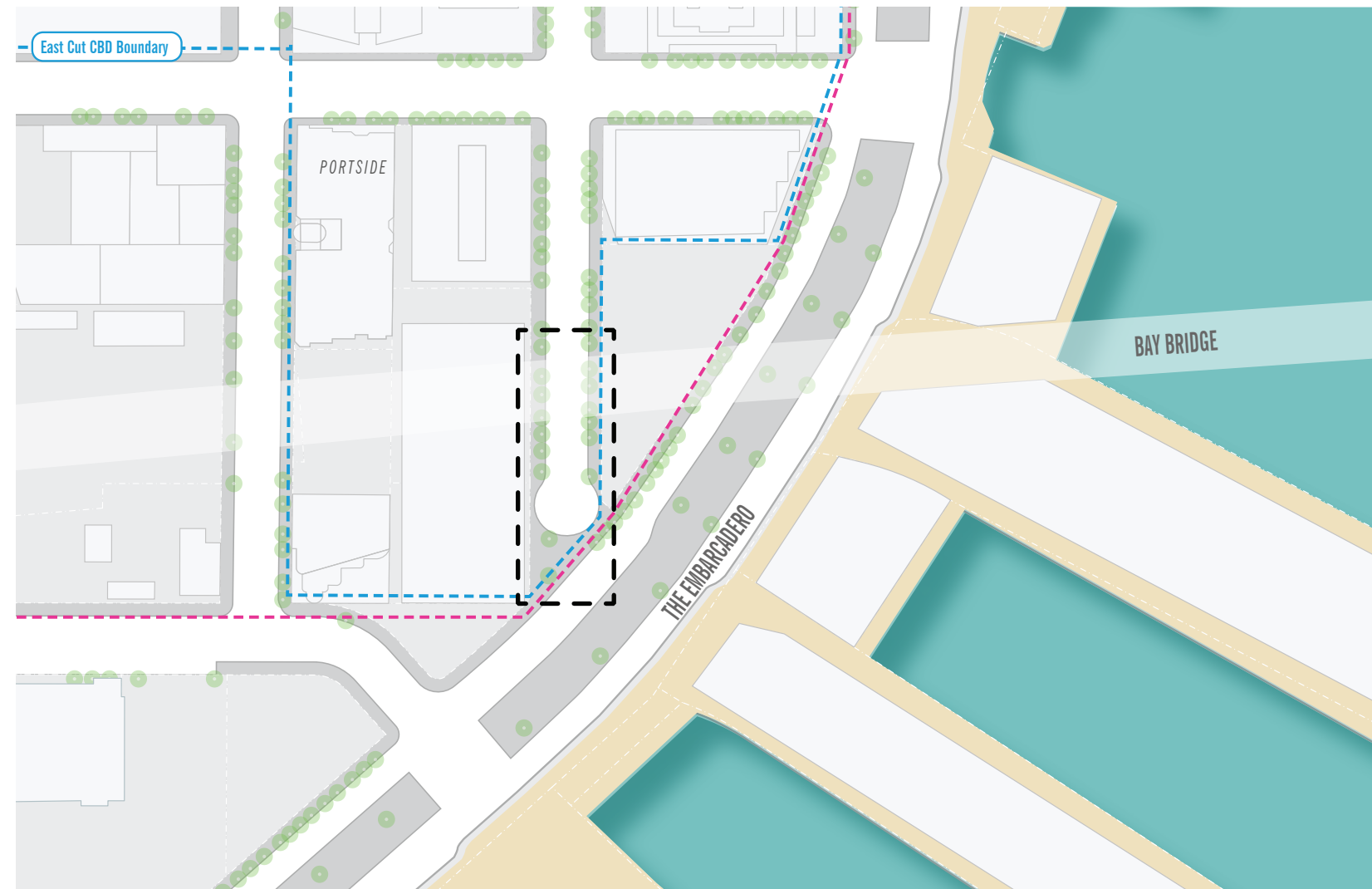
### Streetscape Priorities



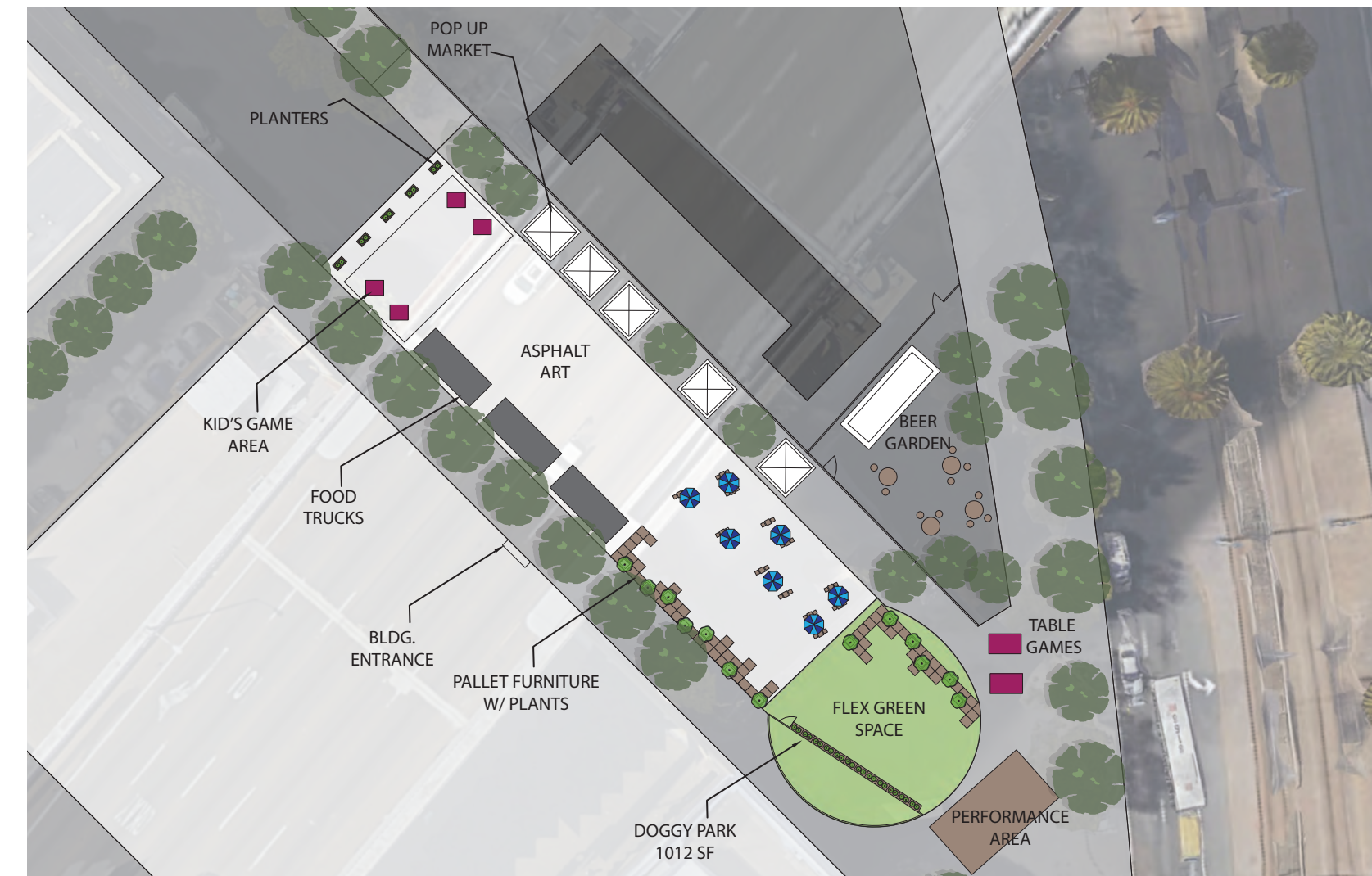
PEDESTRIAN CONNECTION



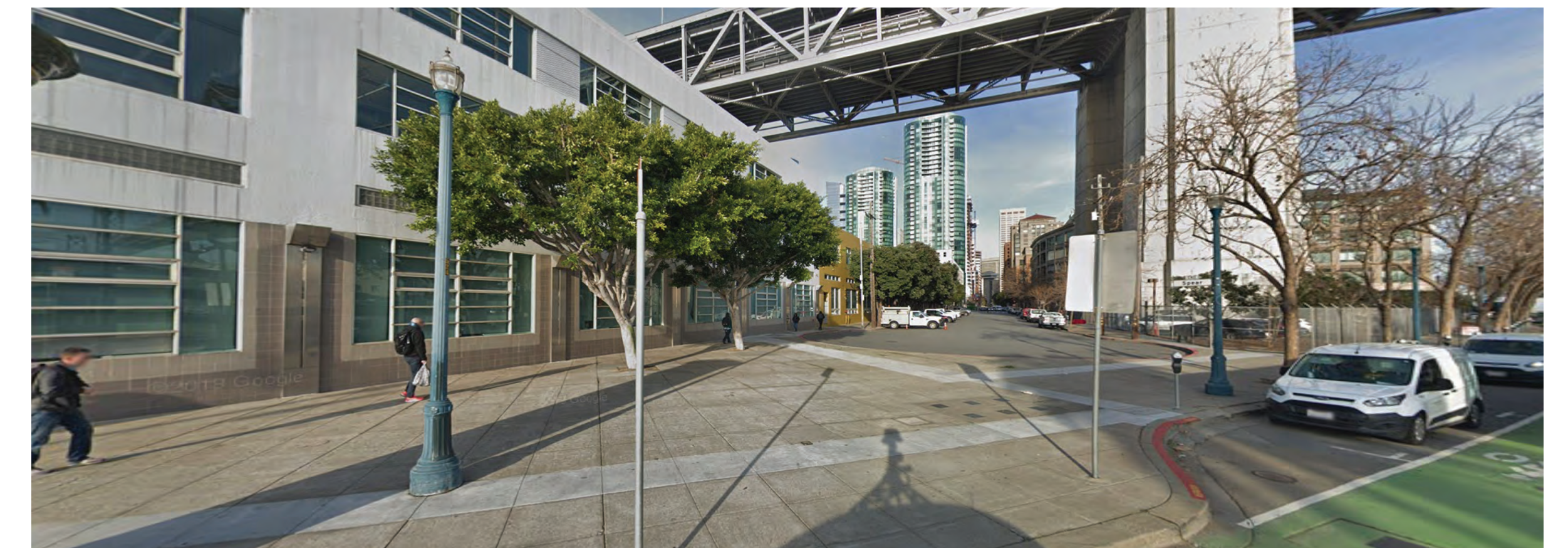
BIKE NETWORK



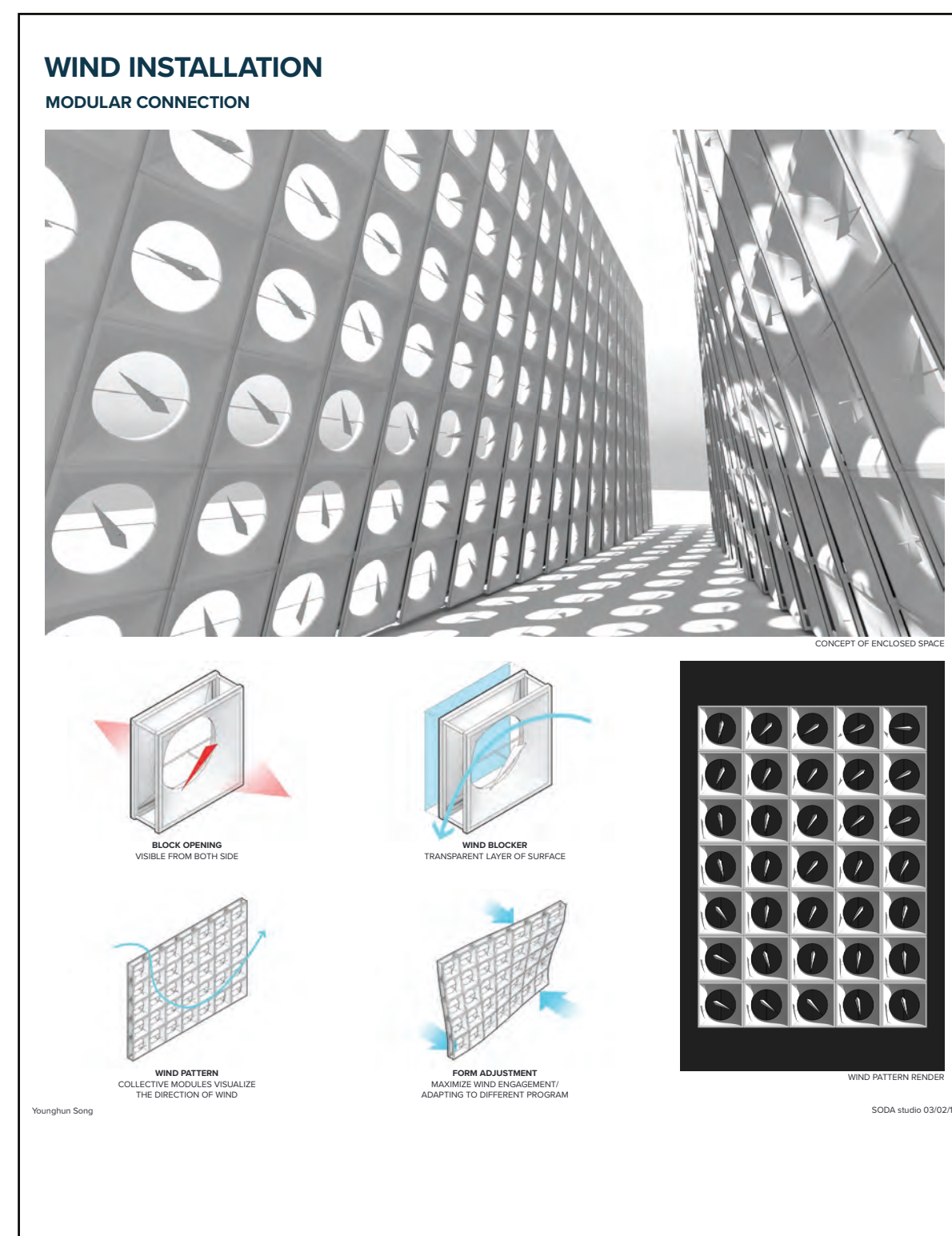
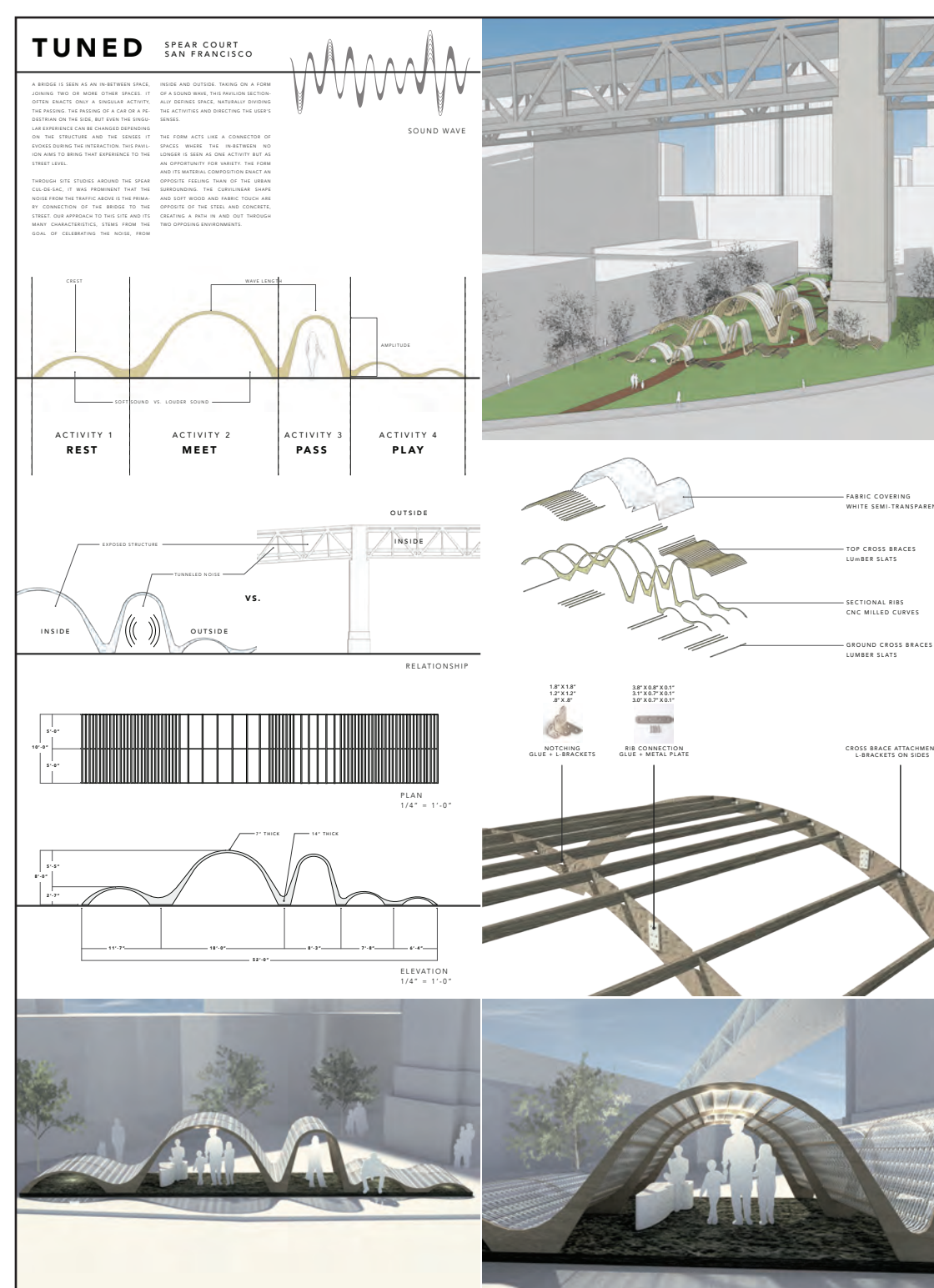
Site location



Proposed site plan by architect Anthony Garcia



Spear Street Cul-de-sac Existing Conditions



Proposed designs by CCA students



Spear Street Cul-de-sac Pop-Up Event - May 2018

# TRANSBAY PARK FOLSOM + HOWARD/MAIN + BEALE

Transbay Park is a neighborhood park to be built on Transbay Block 3, the middle portion of what is currently known as the Temporary Transbay Terminal. The Park is at the heart of an extensive open space network, adjacent to housing developments, two-way bicycle lanes, and vibrant living streets. The Office of Community of Investment and Infrastructure (OCII), San Francisco Public Works (SFPW), and The East Cut CBD together are launching a community outreach process to engage the community in the design of the future Transbay Park.



Neighborhood Open Space Link

## Streetscape Priorities



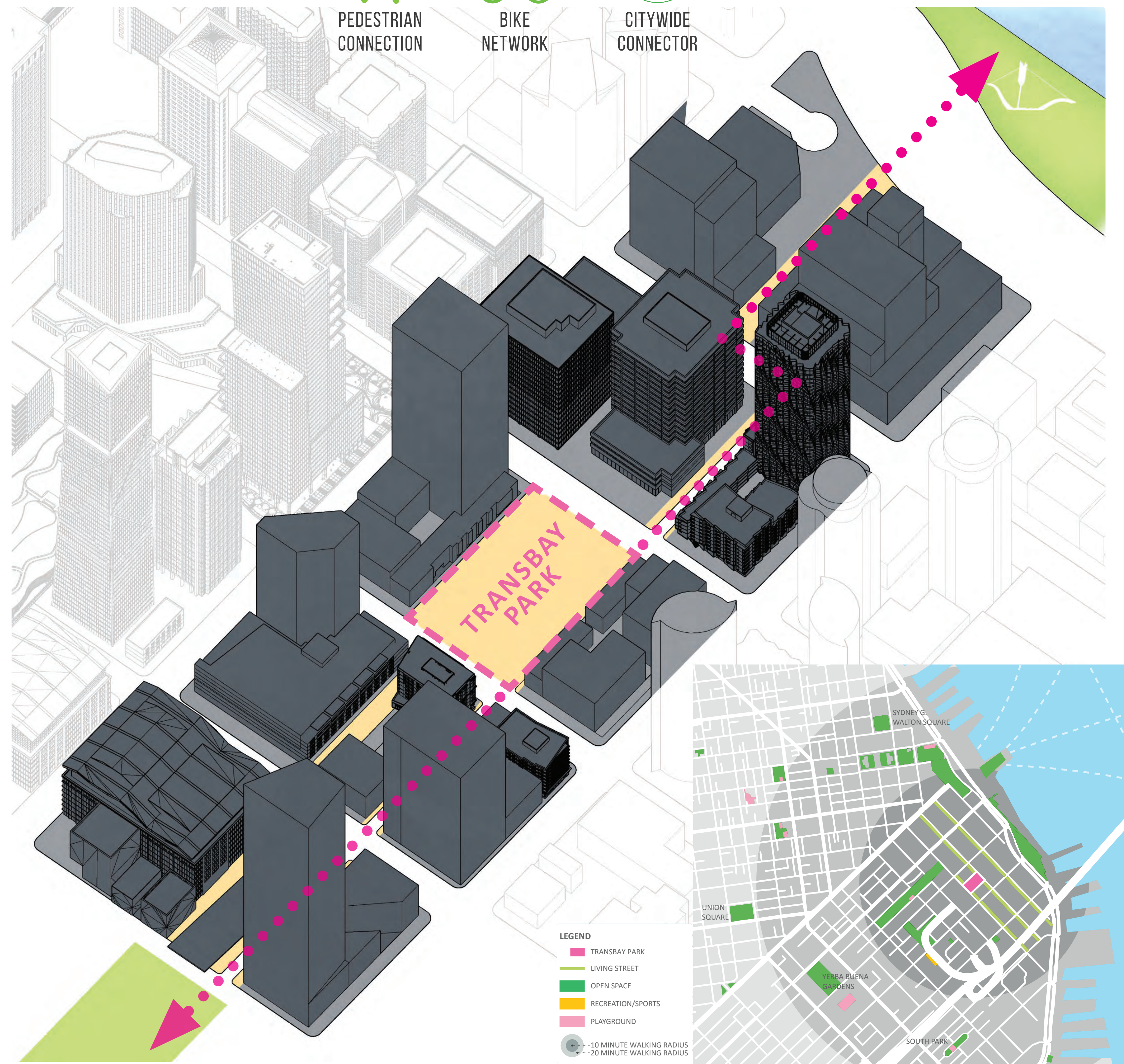
PEDESTRIAN CONNECTION



BIKE NETWORK



CITYWIDE CONNECTOR



Open Space Network

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 16-123

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,

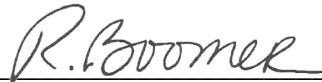
WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors has reviewed the contents of the TCDP FEIR, including the Draft EIR, the Responses to Comments, the Addendum, the Findings as required by CEQA regarding alternatives, mitigation measures and significant impacts analyzed in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