



Sustainable Streets Division

Directive Order No. 6299

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Pursuant to the public hearing held between August 12, 2020 and August 26, 2020, traffic movement and safety may be improved by the changes approved below.

1. Folsom Street, between 5th Street and 2nd Street – Folsom Street Quick Build Safety Project

1(a). ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY)

Folsom Street, eastbound, south side, between 5th Street and 2nd Street (curbside bike lane with buffer and floating parking)

1(b). ESTABLISH – TRANSIT BOARDING ISLAND ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

A. Folsom Street, south side, from 9 feet to 74 feet east of 5th Street (5th/Folsom far side boarding island serving the 12 Folsom/Pacific)

B. Folsom Street, south side, from 35 feet to 100 feet east of 4th Street (4th/Folsom far side boarding island serving the 12 Folsom/Pacific)

1(c). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

A. Folsom Street, north side, from 3rd Street to 194 feet westerly

B. Folsom Street, south side, from 4th Street to 192 feet westerly

C. Folsom Street, north side, from 3rd Street to 145 feet easterly

D. Folsom Street, south side, from Hawthorne Street to 152 feet westerly

1(d). ESTABLISH – RED ZONE

A. Folsom Street, south side, from 147 feet to 152 feet east of 5th Street

B. Folsom Street, south side, from 359 feet to 379 feet west of 4th Street

C. Folsom Street, south side, from 310 feet to 315 feet west of 4th Street

D. Folsom Street, south side, from 250 feet to 270 feet west of 4th Street

E. Folsom Street, south side, from 232 feet to 237 feet west of 4th Street

F. Folsom Street, south side, from 8 feet to 73 feet west of Mabini Street

G. Folsom Street, south side, from 174 feet to 194 feet east of Mabini Street

H. Folsom Street, south side, from 211 feet to 247 feet east of Mabini Street

I. Folsom Street, south side, from 305 feet to 345 feet east of Mabini Street

J. Folsom Street, south side, from 5 feet to 70 feet west of 3rd Street

K. 3rd Street, west side, from Folsom Street to 24 feet southerly

L. Folsom Street, south side, from 205 feet to 225 feet east of 3rd Street

M. Folsom Street, south side, from 235 feet to 240 feet east of 3rd Street

N. Folsom Street, north side, from Hawthorne Street to 29 feet westerly

O. Folsom Street, south side, from 7 feet to 12 feet east of Hawthorne Street

1(e). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY



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- A. Folsom Street, north side, from 170 feet to 192 feet east of 5th Street
- B. Folsom Street, north side, from 206 feet to 237 feet east of 5th Street
- C. Folsom Street, north side, from 421 feet to 441 feet east of 5th Street
- D. Folsom Street, north side, from 211 feet to 251 feet west of 4th Street
- E. Folsom Street, south side, from 270 feet to 310 feet west of 4th Street
- F. Folsom Street, north side, from 10 feet to 54 feet east of Mabini Street
- G. Folsom Street, south side, from 116 feet to 176 feet west of 3rd Street
- H. Folsom Street, north side, from 194 feet to 236 feet west of 3rd Street
- I. Folsom Street, north side, from 145 feet to 211 feet east of 3rd Street
- J. Folsom Street, south side, from 153 feet to 205 feet east of 3rd Street
- K. Folsom Street, south side, from 34 feet to 68 feet east of Hawthorne Street

1(f). ESTABLISH – SIX-WHEEL TRUCK LOADING ONLY, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

- A. Hawthorne Street, west side, from 25 feet to 86 feet south of Folsom Street

1(g). ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY

- A. Folsom Street, south side, from 320 feet to 408 feet east of 5th Street
- B. Folsom Street, south side, from 192 feet to 232 feet west of 4th Street
- C. Folsom Street, south side, from 110 feet to 174 feet east of Mabini Street
- D. Folsom Street, south side, from 71 feet to 116 feet west of 3rd Street
- E. Folsom Street, south side, from 113 feet to 153 feet east of 3rd Street
- F. Folsom Street, north side, from 16 feet to 94 feet east of Hawthorne Street
- G. Folsom Street, south side, from 12 feet to 168 feet east of Hawthorne Street

1(h). ESTABLISH – PASSENGER LOADING ZONE, NOON TO 9 PM, MONDAY THROUGH FRIDAY AND 5 PM TO 9PM SATURDAY AND SUNDAY

- Folsom Street, north side, from 135 feet to 157 feet west of 4th Street

1(i). ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES

- A. Folsom Street, north side, from 126 feet to 170 feet east of 5th Street
- B. Folsom Street, north side, from 34 feet to 114 feet west of 4th Street

1(j). ESTABLISH – BLUE ZONE

- A. Folsom Street, south side, from 22 feet to 44 feet east of Mabini Street

Supervisor District 6

The proposal establishes a protected bikeway on Folsom Street between Fifth Street and Second Street. This project will deliver improvements quickly to address traffic safety until the permanent features of the Folsom-Howard Streetscape Project are fully constructed.

Decision: Items 1(a) through 1(j) approved by the City Traffic Engineer for implementation after environmental clearance has been obtained.



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Public Comments: Of the 139 comments received as part of the Engineering Public Hearing, 95% of respondents supported the project. The majority of comments received from the public were in favor of the project and many communicated the need for faster traffic safety improvements, especially as it relates to bicycle and pedestrian safety. There were a couple of comments asking why the project did not extend further east and staff responded to these concerns by sharing the Transbay Folsom Streetscape Project, which will bridge the bikeway network gap between 2nd and Steuart streets. There were also a handful of comments related to details of the design, such as loading zones, driveway safety, or why bike signals were not considered for all intersections within the project area. For loading zones and driveways, there were concerns regarding loss of loading and driveway entry/exit safety related to the curbside bikeway. Staff assured the public that the project would build more loading zones than existing conditions, and that the project design incorporates striping that increases visibility of bicyclists at driveway conflict points. Regarding bike signals, staff responded by explaining that certain intersections would require further analysis that would go beyond the scope of a Quick-Build project to determine bike separated signal feasibility. Staff also relayed that the longer-term Folsom-Howard Streetscape Project is currently assessing the Folsom corridor to install bike signals at major intersections.

For the full list of comments received and staff responses, please visit this [webpage](#).

Whether the City Traffic Engineer's decision is considered a Final SFMTA Decision is determined by Division II, Section 203 of the Transportation Code. If the City Traffic Engineer approves a parking or traffic modification, this decision is considered a Final SFMTA Decision. If a City Traffic Engineer disapproves a parking or traffic modification and a member of the public requests SFMTA review of that decision, the additional review shall be conducted pursuant to Division II, Section 203 of the Transportation Code. City Traffic Engineer decisions will be posted on <https://www.sfmta.com/committees/engineering-public-hearings> by 5 p.m. a week following the public hearing. Final SFMTA Decisions involving certain parking or traffic modifications, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to [Ordinance 127-18](#). Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

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خط المساعدة المجاني على الرقم

Approved:

Ricardo Olea
City Traffic Engineer
Sustainable Streets Division

Date: September 2, 2020

cc: Directive File

RO:JP:cb/bl