

## **SFMTA - TASC SUMMARY SHEET**

<b>PreStaff_Date:</b> 11/18/2021 <b>Requested_by:</b> SFMTA <b>Handled:</b> Hester Yu <b>Section Head :</b> CL/MV <i>Michael</i>	<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:** Main Street, between Folsom Street and Howard Street

**Subject:** Main Street Streetscape Project (Folsom Street to Howard Street)

**PROPOSAL / REQUEST:**

See attached for full legislation.

(Supervisor District 6)

Hester Yu, hester.yu@sfmta.com

The Main Street Streetscape Project is part of a larger neighborhood-wide community planning initiative called the South Downtown Design + Activation Plan (Soda). Soda seeks to create vibrant streets and revitalizing open spaces, while encouraging active transportation choices, as the East Cut neighborhood grows. The Main Street Streetscape Project would establish a protected northbound bicycle facility through the neighborhood and widen sidewalks for an enhanced pedestrian experience

**BACKGROUND INFORMATION / COMMENTS**

See attached.

The Main Street Streetscape Project would establish a protected northbound bicycle facility through the neighborhood and widen sidewalks for an enhanced pedestrian experience. The block of Folsom Street to Howard Street is being presented first due to the coordination involved with the Office of Community Investment and Infrastructure (OCII).

<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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Main Street Streetscape Project (Folsom Street to Howard Street)

ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY)

Main Street, northbound, east side, from Folsom Street to Howard Street

ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

Main Street, east side, from 83 feet to 154 feet north of Folsom Street (for raised island)

Main Street, east side, from 238 feet to 314 feet north of Folsom Street (midblock transit boarding island north of private street)

Main Street, east side, from Howard Street to 43 feet southerly (for raised island)

Main Street, west side, from 15 feet to 59 feet north of Folsom Street (10.5-foot sidewalk widening from 15 feet to 25.5 feet)

Main Street, west side, from 103 feet to 151 feet north of Folsom Street (10.5-foot sidewalk widening from 15 feet to 25.5 feet)

Main Street, west side, from 195 feet to 354 feet north of Folsom Street (10.5-foot sidewalk widening from 15 feet to 25.5 feet, adjacent to new park)

Main Street, west side, from Howard Street to 34 feet southerly (10.5-foot sidewalk widening from 15 feet to 25.5 feet)

Main Street, west side, from 78 feet to 164 feet south of Howard Street (10.5-foot sidewalk widening from 15 feet to 25.5 feet)

ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES

Main Street, east side, from 32 feet to 83 feet north of Folsom Street

Main Street, east side, from 314 feet to 508 feet north of Folsom Street

ESTABLISH – YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, AT ALL TIMES

Main Street, west side, from 59 feet to 103 feet north of Folsom Street (44-foot zone)

Main Street, west side, from 34 feet to 78 feet south of Howard Street (44-foot zone)

ESTABLISH – RED ZONE

Main Street, east side, from 218 feet to 238 feet north of Folsom Street (for hatched area)

ESTABLISH – TRAFFIC SIGNAL

Main Street at Clementina Street

ESTABLISH – CROSSWALK

Main Street at Clementina Street (to be installed with traffic signal, south leg)

ESTABLISH – RAISED CROSSWALK

Main Street at Clementina Street, west leg

Main Street at Tehama Street, west leg

RESCIND – PASSENGER LOADING ZONE, AT ALL TIMES

Main Street, east side, from 32 feet to 77 feet north of Folsom Street

Main Street, east side, from 293 feet to 404 feet north of Folsom Street

RESCIND – BUS ZONE

Main Street, east side, from 101 feet to 141 feet north of Folsom Street

Main Street, east side, from 218 feet to 293 feet north of Folsom Street

RESCIND – METERED MOTORCYCLE PARKING

Main Street, east side, from Howard Street to 148 feet southerly (40 motorcycle spaces)

(Supervisor District 6)

Hester Yu, [hester.yu@sfmta.com](mailto:hester.yu@sfmta.com)

The Main Street Streetscape Project is part of a larger neighborhood-wide community planning initiative called the South Downtown Design + Activation Plan (Soda). Soda seeks to create vibrant streets and revitalizing open spaces, while encouraging active transportation choices, as the East Cut neighborhood grows. The Main Street Streetscape Project would establish a protected northbound bicycle facility through the neighborhood and widen sidewalks for an enhanced pedestrian experience.

Highlighted in gray = Transbay/OCII related items (west side of Main)

## Main Street Streetscape Project (Folsom Street to Howard Street)

The Main Street Streetscape Project would establish a protected northbound bicycle facility through the neighborhood and widen sidewalks for an enhanced pedestrian experience. The block of Folsom Street to Howard Street is being presented first due to the coordination involved with the Office of Community Investment and Infrastructure (OCII).

### Background:

Main Street, between Folsom Street and Howard Street, is a one-way northbound street. East of Main has two office buildings and one residential/commercial building. West of Main is the Temporary Transbay Terminal, which is currently being used as an activated space (The Crossing at East Cut, Fridays to Sundays). The space will later be transformed into three smaller blocks, consisting of two residential/commercial high-rise buildings and one park.

### Street Use:

There is currently a transit lane, two travel lanes, and parking/loading on the east side. The Project proposes to (from west to east) widen sidewalks, provide loading via cut-ins, maintain two travel lanes, and add a parking-protected northbound bike lane.

The proposal follows the agency's best practices for widths, such as:

- 6' for bike lanes
- 5' between parking/loading and bike lane for accessibility
  - o 8'x8' clear area for lift deployment
- 8' for floating parking
- 12' for travel lane with transit
- 11' for general travel lane next to curb (10' lane + 1' buffer for gutter)

### Transit:

The 12 Folsom/Pacific runs on Main with a bus stop north of Folsom. The Project will relocate the stop further up midblock and construct a new transit boarding island.

### Parking/Loading:

Parking and loading are currently allowed on the eastern side of Main. There is a loading bay for passenger loading by 160 Folsom. Further up the block, there is a bus zone, a long passenger loading zone, and motorcycle parking. The Project will establish loading only, either passenger loading or commercial loading.

### Project Coordination:

The Main Street Streetscape Project is led by San Francisco Public Works (PW), with SFMTA leading the legislation effort. There is also close coordination with the Office of Community Investment and Infrastructure (OCII), who is overseeing the new development at the Temporary Transbay Terminal space. The proposed design has concurrence from the mentioned agencies.

### Schedule (subject to change):

Detail Design: Spring 2022 to Spring/Summer 2023

Construction: begin Summer/Fall 2023



Additional Notes:

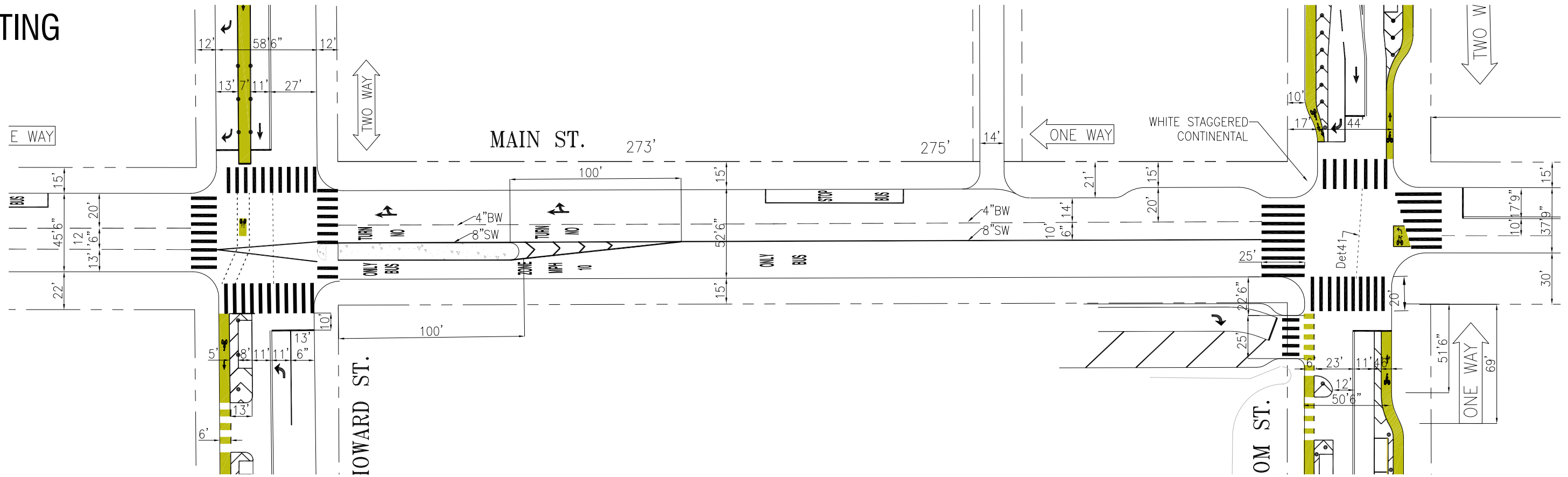
There may be minor changes in the lengths of color zones during detail design to address utility conflicts or design issues. This includes items such as openings in the island along the bike lane and curb ramp placement between parking and the sidewalk.

The low-pressure fire hydrant on the east side of Main St, by the proposed transit boarding island, will be relocated by the project.

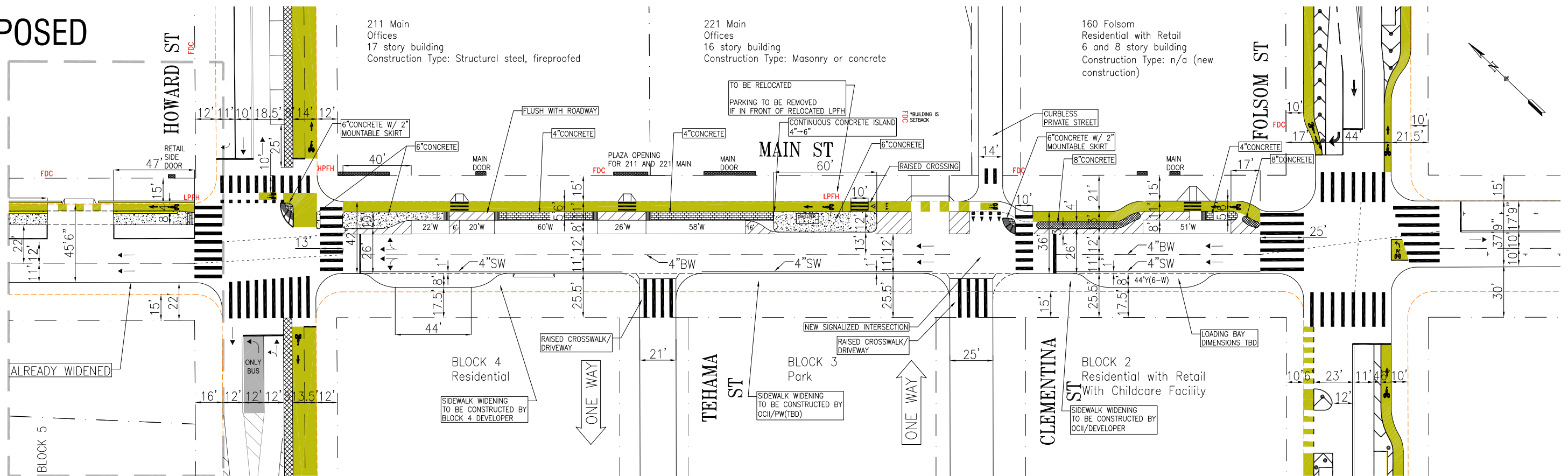
# SODA-MAIN STREET (HOWARD ST TO FOLSOM ST) CONCEPTUAL DESIGN

DRAFT  
11/3/21

## EXISTING



## PROPOSED



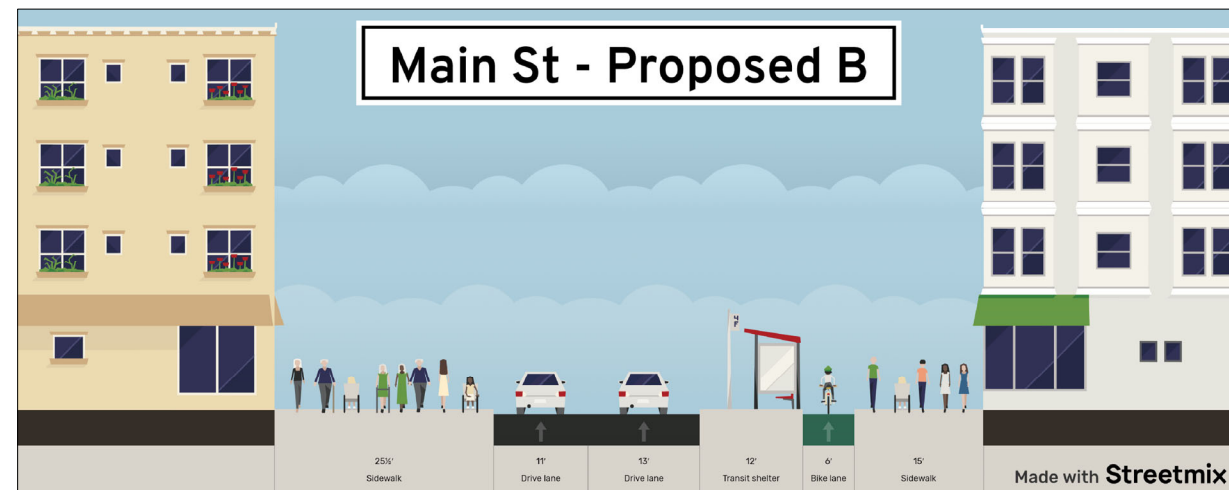
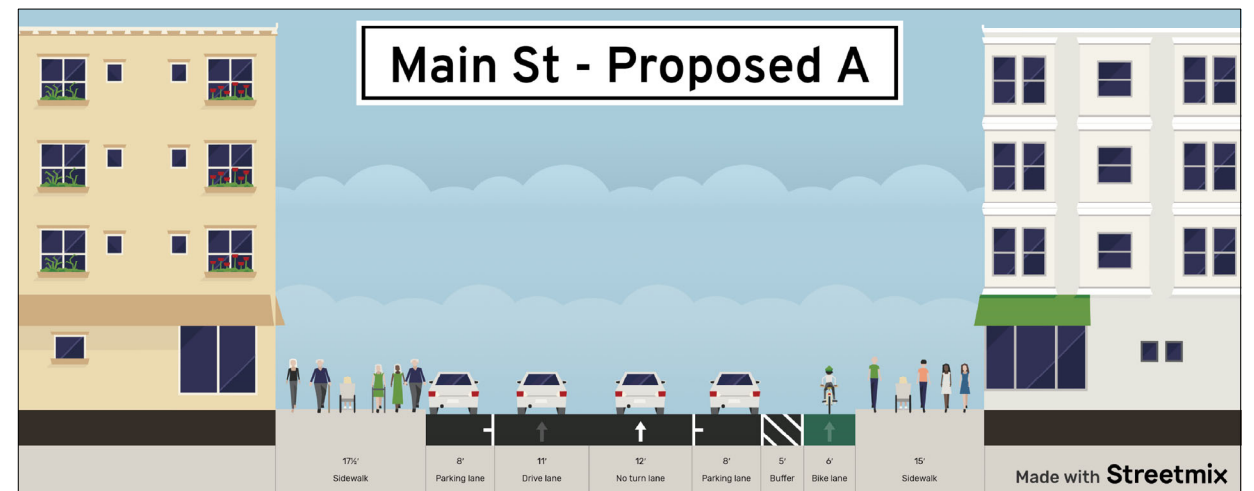
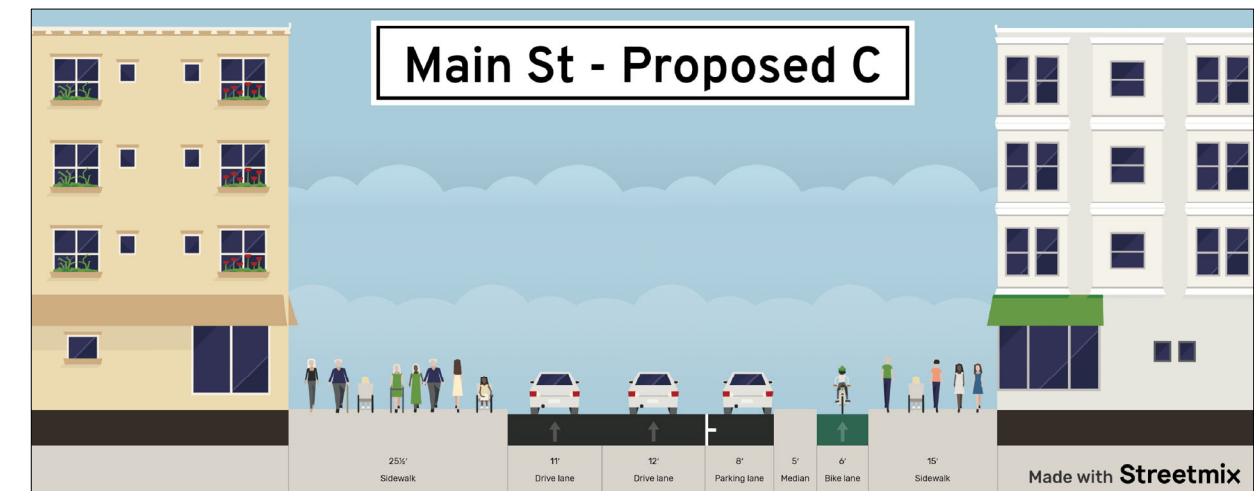
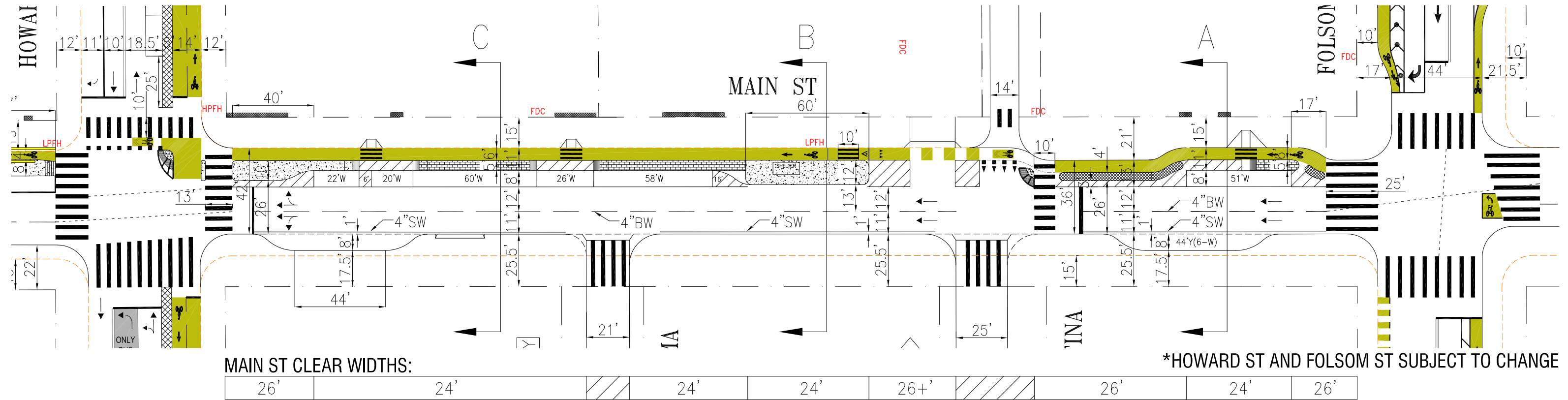
DESIGN STILL IN DEVELOPMENT

\*HOWARD ST AND FOLSOM ST SUBJECT TO CHANGES

# SODA-MAIN STREET (HOWARD ST TO FOLSOM ST) CONCEPTUAL DESIGN - CLEAR WIDTHS AND CROSS SECTIONS

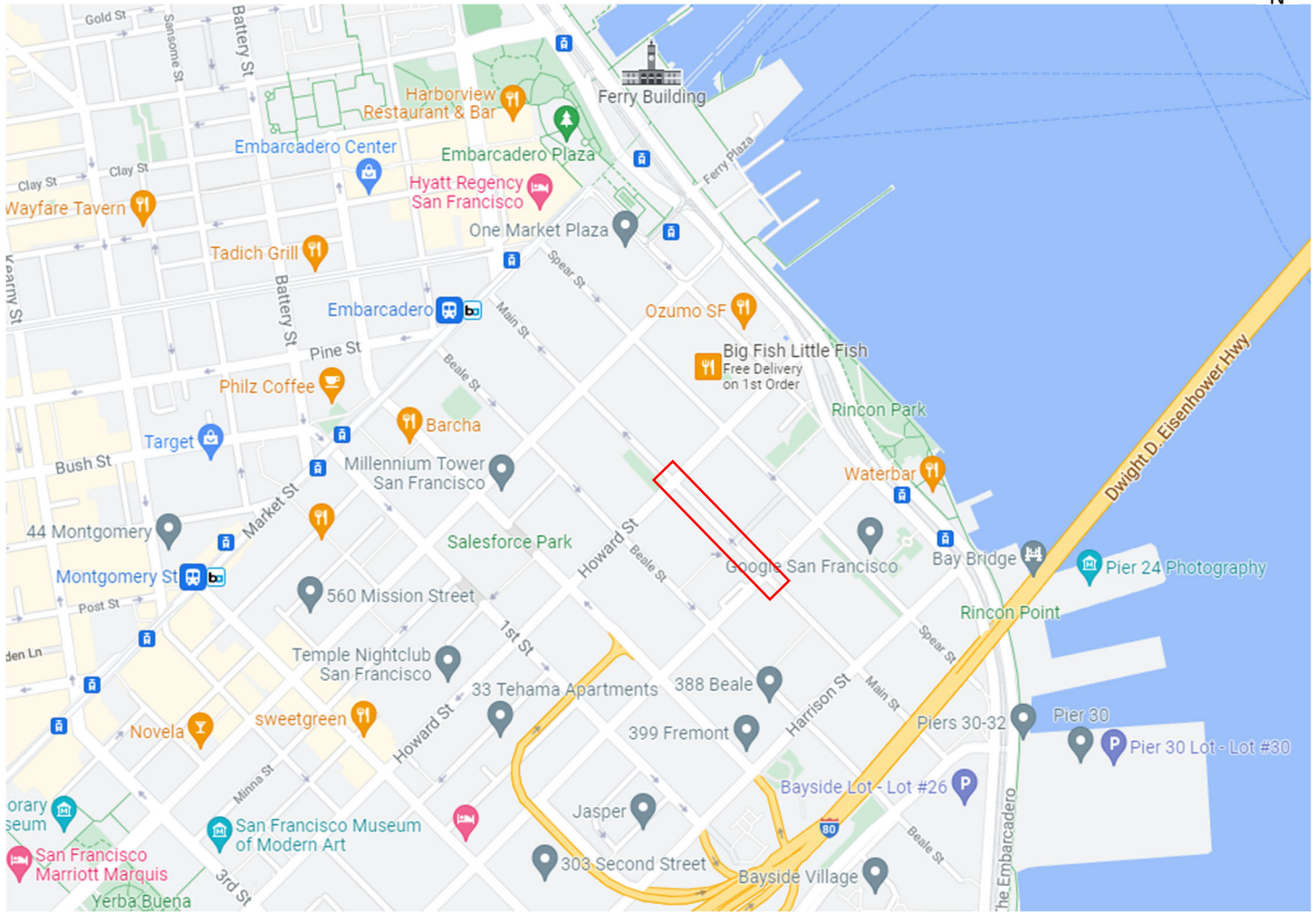
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11/2/21

## PROPOSED

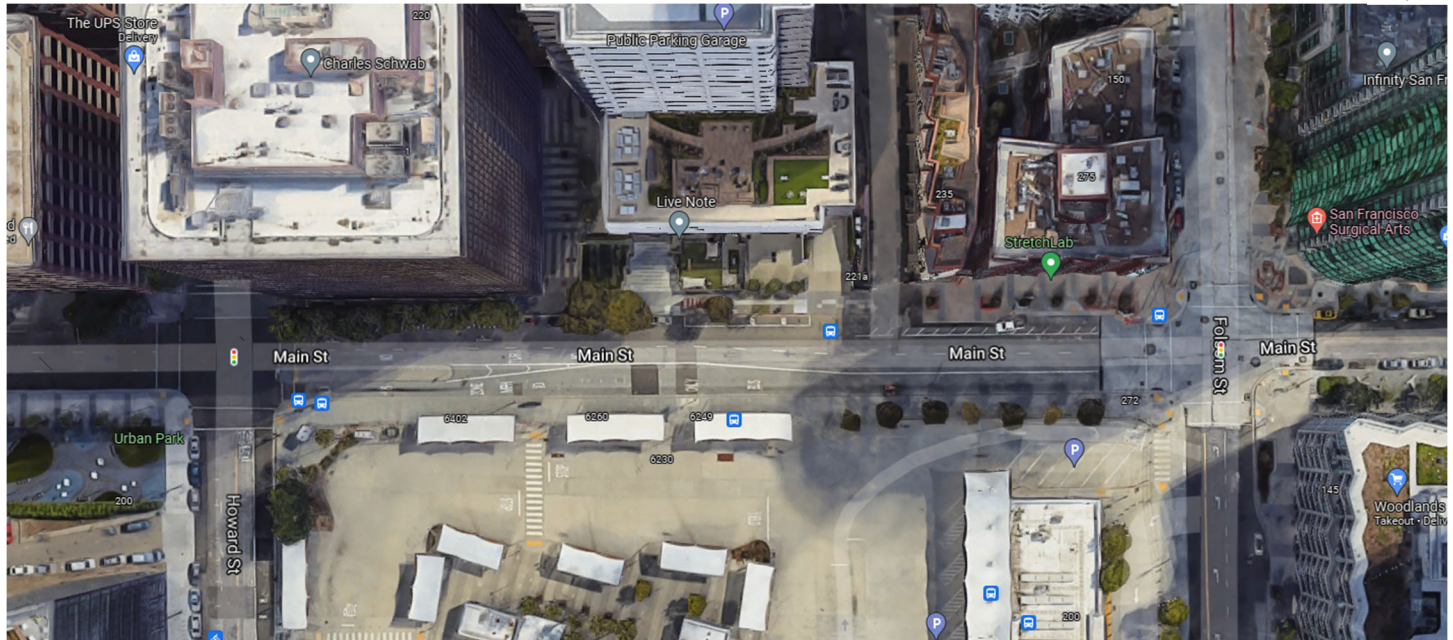




Map



Aerial







Main Street at Folsom Street, looking north



Main Street, midblock between Folsom Street and Howard Street, by Private Street, looking north



Main Street, midblock between Folsom Street and Howard Street by 211 Main, looking north





Expanded in-person over the counter services are now available at the Permit Center. [Find more information on our services here.](#)



## South Downtown Design + Activation (Soda)

The project seeks to develop a comprehensive vision for the design, implementation and stewardship of the public spaces within San Francisco's South Downtown (composed of the Transbay and Rincon Hill Planning areas), and in doing so, create implementable designs that foster vibrant streets and open spaces, support high performing transit operations, and encourage active transportation choices for the people who live, work and visit the district.

### About

### Timeline

### Event Materials

### Gallery

### Contact

#### Implementation Update 7/6/2020

##### Minna-Natoma Art Corridor Conceptual Design and Curatorial Vision

As part of the larger South Downtown Design and Activation Plan (detailed below), Minna and Natoma Streets have been identified as key pedestrian connections, particularly the segments of Minna and Natoma that link the Transit Center and the Yerba Buena Gardens. In recognition of these streets' potential, the City has collaborated with the SFMOMA and the Yerba Community Benefits District to form the **Minna-Natoma Art Corridor Project**.

The project will transform four blocks of Minna and Natoma Streets into a vibrant pedestrian connections with art deeply integrated into the streetscape and private property sites along the corridor.

Throughout 2019, the project team worked with neighborhood stakeholders to understand challenges and opportunities along these key corridors. Based on this input, the project team developed a curatorial vision and conceptual streetscape designs for the four-block corridor. The vision and draft streetscape designs were presented at a virtual stakeholder workshop on June 23, 2020.

- [Click here to view the videos of the presentations and conceptual street designs.](#)
- [Click here to complete a feedback form sharing input on the presentation.](#) Our team is happy to schedule follow-up conversations as appropriate.

This plan will be co-authored by [The East Cut Community Benefit District](#) (CBD). By collaborating with the CBD, the city will be in close contact with the neighborhood needs and desires from this planning effort. Consolidating our efforts will lead to quicker outcomes and a more cohesive strategy for the neighborhood

The South Downtown Design and Activation Plan will provide a framework for designing, implementing and managing the public realm in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill. The plan area covers a quadrant of roughly 30 blocks of the city bounded by Market Street, The Embarcadero, Bryant Street and 2nd Street.

Fifteen years ago, much of the district was characterized by surface parking lots and light industrial land uses. Today, the district is experiencing a wave of development by both public sector actors. This development reflects the legacy of roughly fifteen years of city planning efforts for the district.

The construction of the Transbay Transit Center will greatly improve access to Downtown, especially from the East Bay while a wave of new residential and commercial high-rises (over 20 at last count) will, in addition to permanently altering the city's skyline, dramatically increase the volume of people living, working and visiting the area.

This plan will be co-authored by [The East Cut Community Benefit District](#) (CBD). By collaborating with the CBD, the city will be in close contact with the neighborhood needs and desires from this planning effort. Consolidating our efforts will lead to quicker outcomes and a more cohesive strategy for the neighborhood.



# Finalizing the Soda Plan

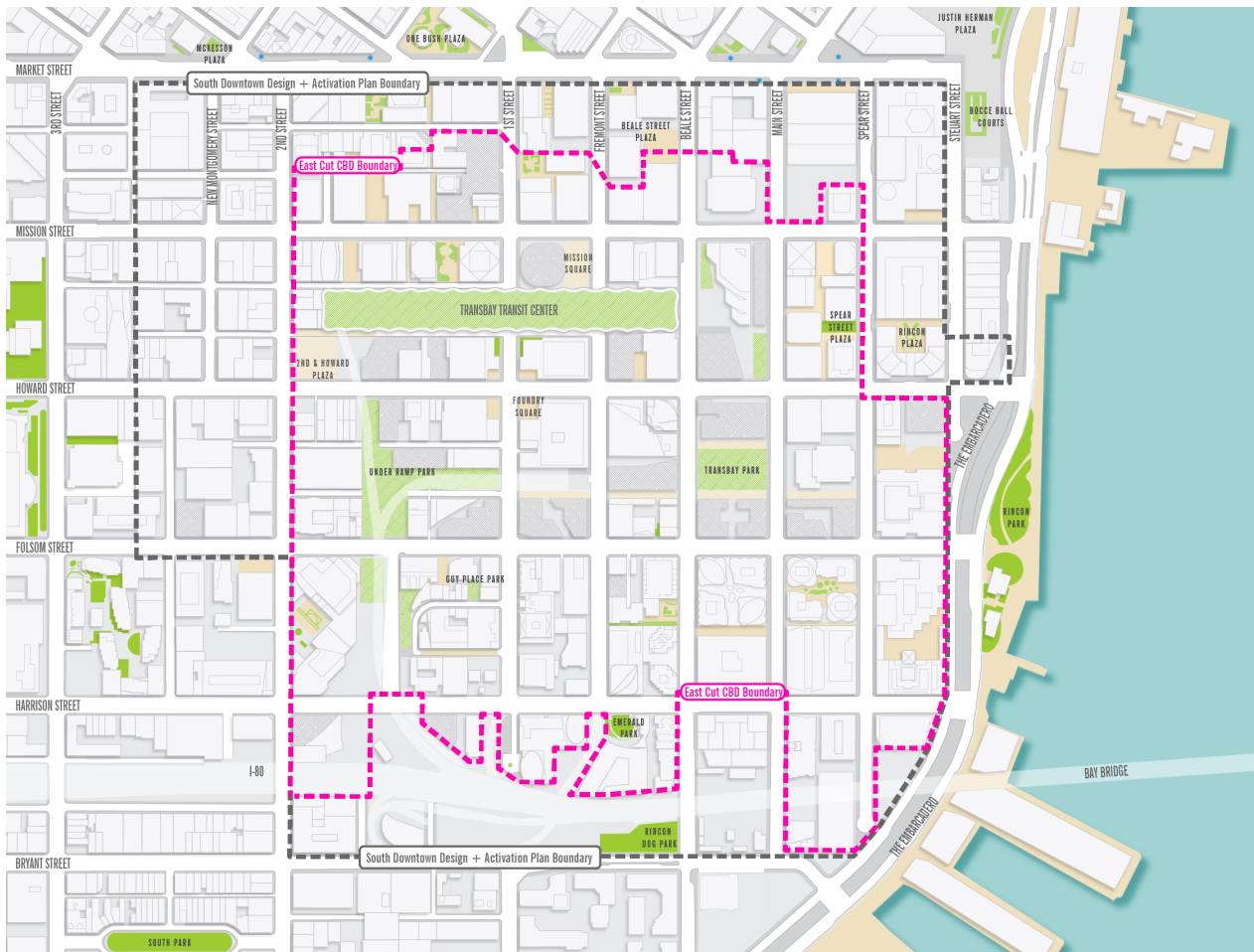
The Soda team hosted two large community open houses in May 2019. These open houses mark the final major outreach events of the Soda planning process. Moving forward, outreach efforts will shift from district-level planning to implement specific streetscape corridor projects within the South Downtown, such as the Minna-Natoma Art Corridor project discussed above.

The May 2019 open houses included content on a broad range of issues related to streets and open space that were generated through the planning process and will be included in final Soda Plan.

The open houses included content on:

- **Streetscape Prioritization** – revenue generated by property taxes and developments impact fees within the plan area to improve streets in the neighborhood.
- **Walk, Bike and Transit Networks** for the South Downtown, including new transit service in Rincon Hill and proposed protected bikeways (cycle tracks) on Beale and Howard Streets.
- **Conceptual Streetscape Designs** for future sidewalk widenings in the South Downtown; and
- **Design concepts** for a potential new public open space underneath the Bay Bridge at the foot of Spear Street.
- [Click here to learn more](#) about these and other Soda Plan outcomes presented at the May 2019 Open House!

## Plan Area



[Click here to enlarge map](#)

TOP OF PAGE



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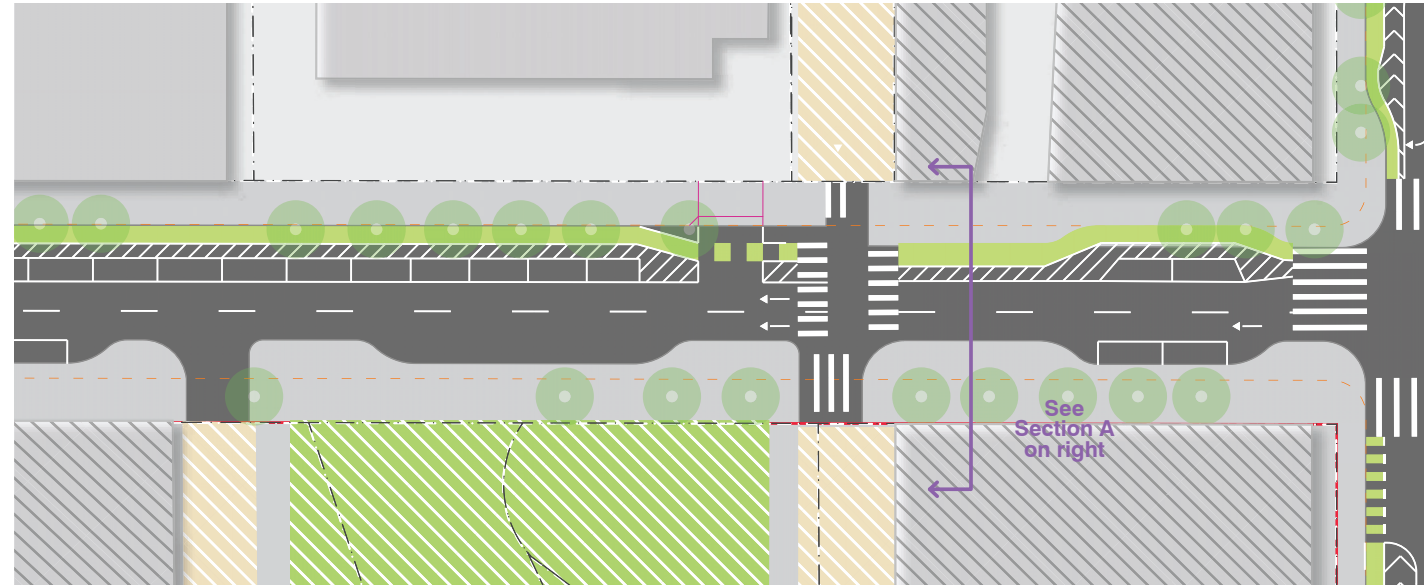
## Main Street: Soda proposal overview

Previous planning efforts proposed that Main Street would receive "Living Street" improvements – a very wide sidewalk on one side of the street that functions as public open space, and a northbound bike lane.

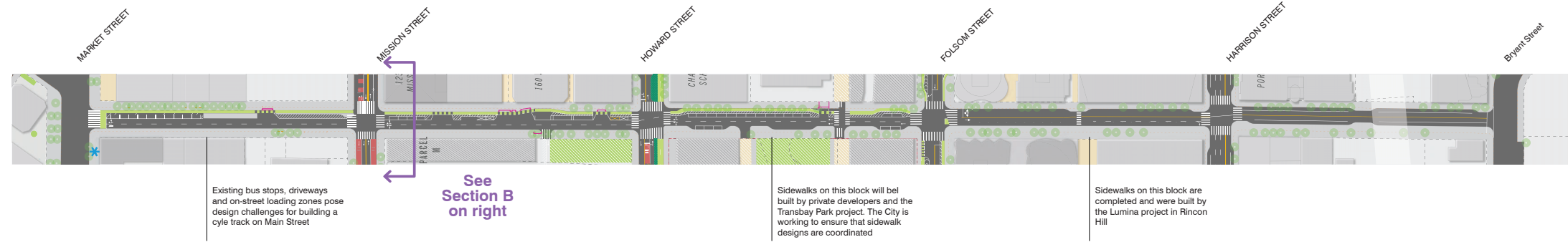
The Soda plan proposes keeping the Living Street on the west side of Main Street, and upgrading the previously proposed bike lane to a protected bikeway (cycle track).

**Bryant to Folsom.** No Change from Rincon Hill Streetscape Plan except that the City should install a mid-block bulbout fronting the historic loading dock that pinches the sidewalk at 350 Main street between Folsom and Harrison.

**Folsom to Market.** Same as TCDP 2012, except upgrading the 1-way bike lane to a 1-way protected bike lane. This will necessitate a slight reduction of the Living Street Sidewalk. Loading bays on the west side of the street would replace the proposed westside parking/loading lane.



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



Existing bus stops, driveways and on-street loading zones pose design challenges for building a cycle track on Main Street

See Section B on right

Sidewalks on this block will be built by private developers and the Transbay Park project. The City is working to ensure that sidewalk designs are coordinated

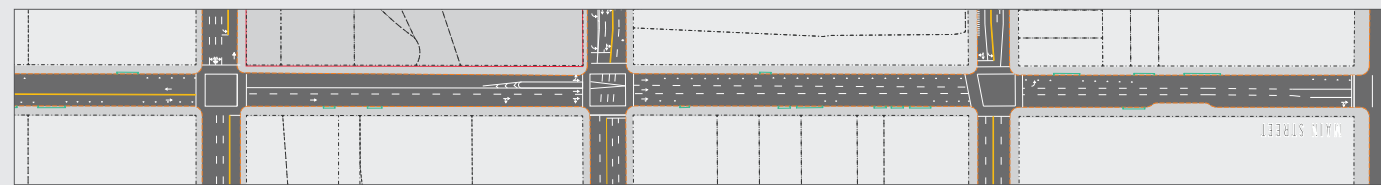
Sidewalks on this block are completed and were built by the Lumina project in Rincon Hill

## Main Street: Existing Conditions

**Bryant to Folsom.** 2-way, 2-lane street. The parking lane approaching Bryant Street converts to an additional traffic lane during the evening commute. Per the Rincon Hill Streetscape Plan, the westside sidewalk has been widened and functions as Living Street (wide sidewalk that functions as a linear park).

**Folsom to Howard.** NB 1-way, 2 general purpose lanes and 1 bus-only lane serving the Temporary Transbay Terminal.

**Howard to Market.** NB1-way, 3-lane street

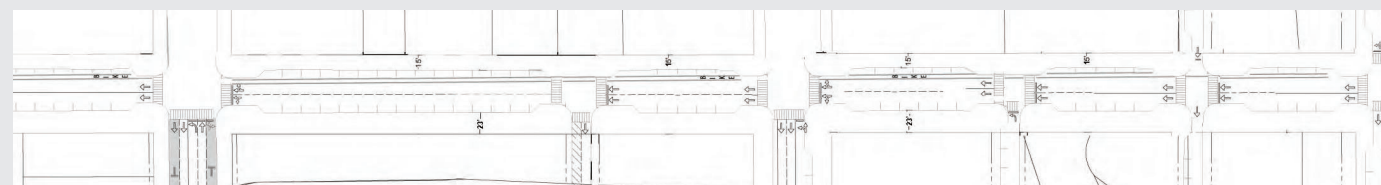


Detail of existing conditions

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

**Bryant to Folsom.** No Change - 2-way, 2-lane street with Living Street treatment on the west side sidewalk.

**Folsom to Market.** NB1-way, 2-lane street with an east-side bike lane and parking on both sides. The westside sidewalk to be widened to as a Living Street (very wide sidewalk that functions as a linear park).



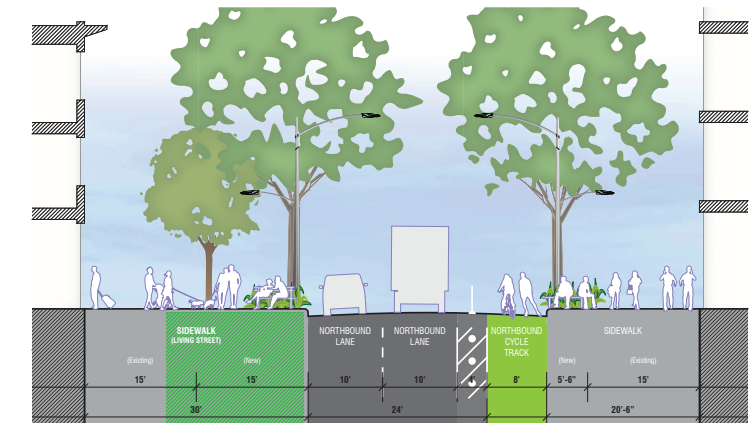
Detail of TCDP plan

Timeline

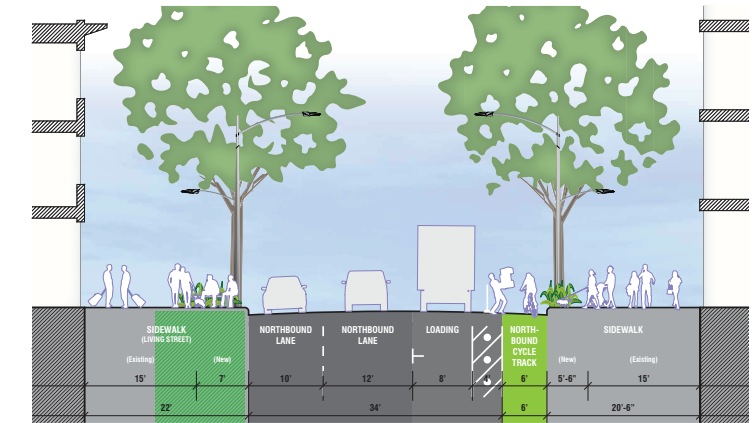
Infill Blocks

Phase E

Streetscape Priorities



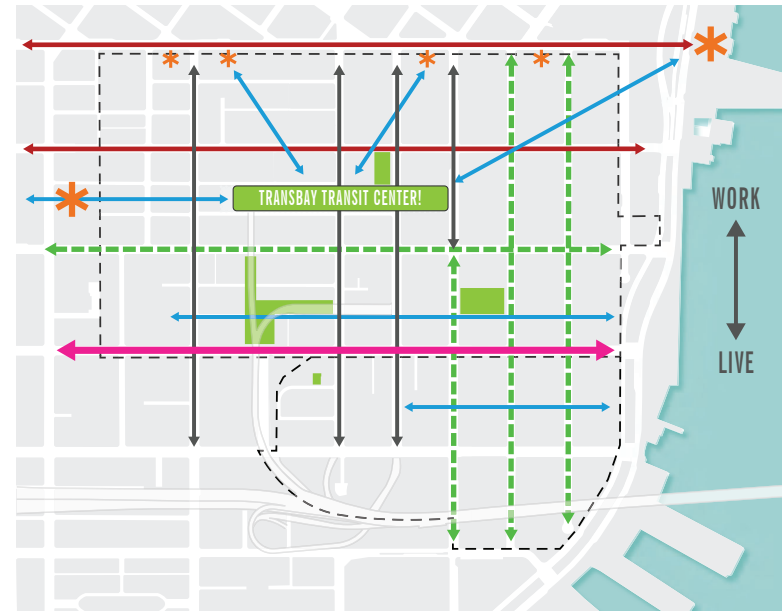
Section A: Looking North



Section B: Looking North

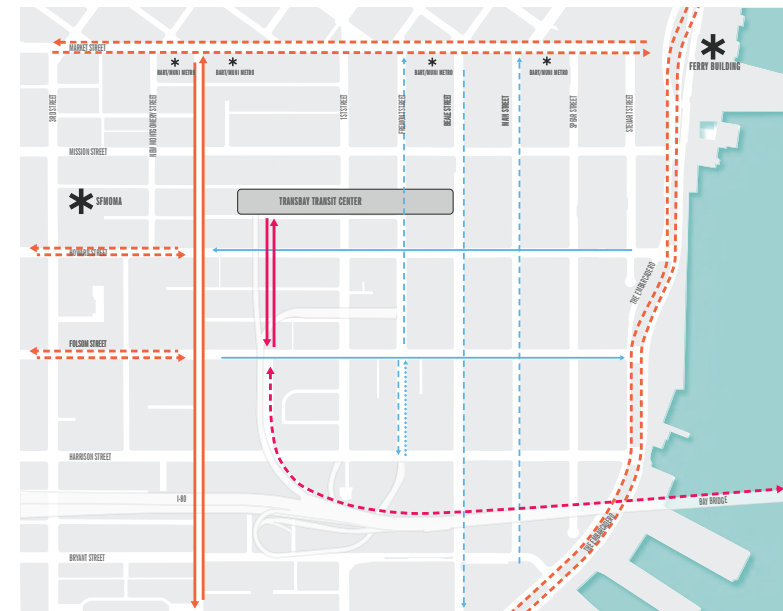
Comments and suggestions

**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

**BIKE TCDP 2012**



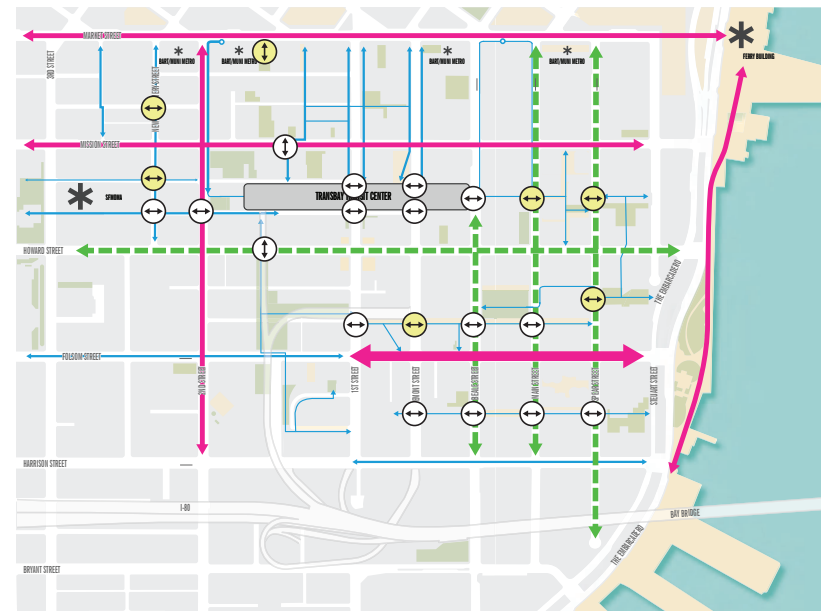
- 2012 TCDP Bike Proposal**
- 1-way bike lanes on Folsom Howard, Fremont, Main and Beale
  - Off-street bike path through under-ram park connecting to the Transit Center

**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

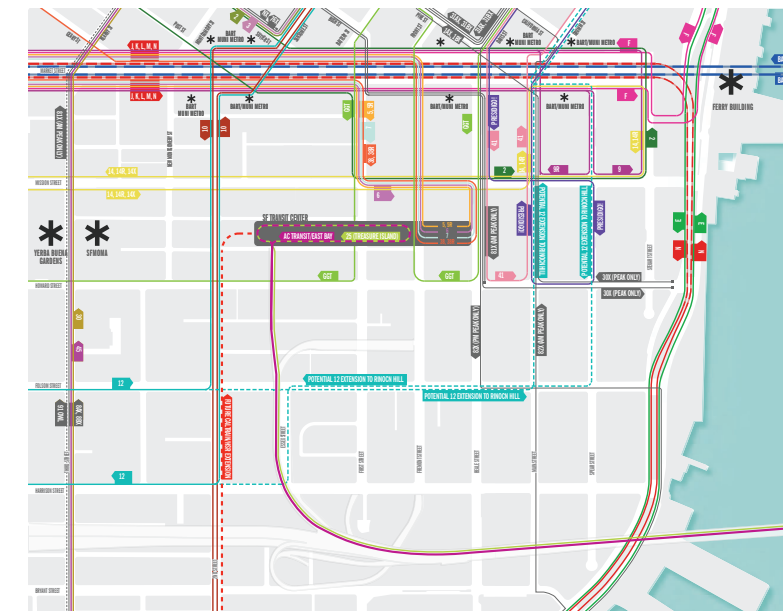
**WALK**



- LEGEND**
- PRIMARY WALKING ROUTES
  - LIVING STREETS
  - KEY PEDESTRIAN CONNECTIONS
  - SECONDARY PEDESTRIAN PATHWAYS
  - PARKS
  - PLAZAS
  - DESTINATIONS
  - MID-BLOCK SIGNAL PROPOSED BY SODA
  - MID-BLOCK SIGNAL PROPOSED BY PREVIOUS PLANNING PROCESS

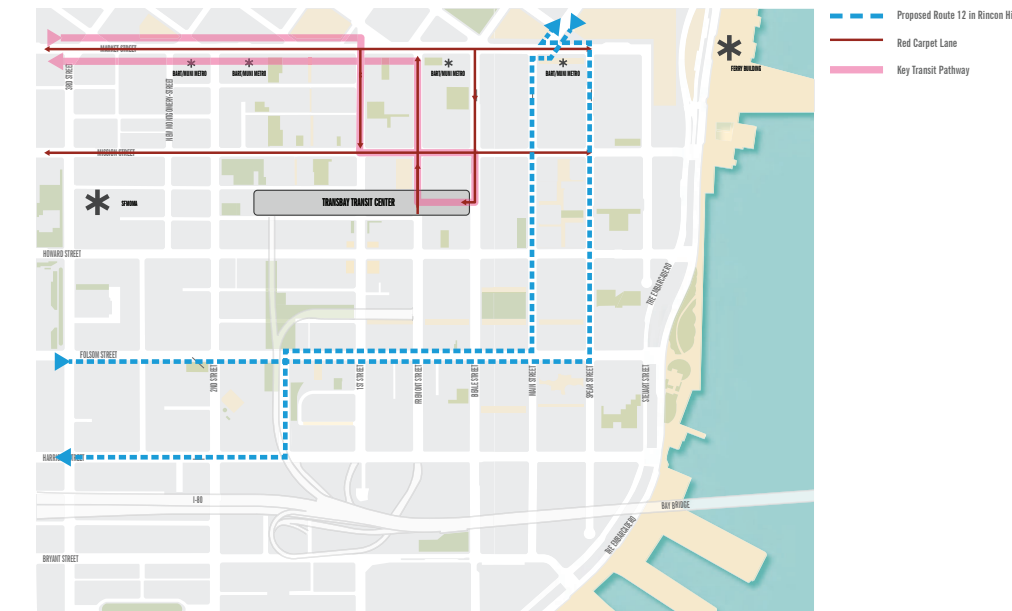
- Walking Network**
- Use mid-block crossings to create informal walking networks
  - Build wide sidewalks and bulbouts on all streets where space allows
  - Incorporate greening, especially on Living Streets (Howard, Beale, Main and Spear)
  - Connect transit on Market Street with the transit center

**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.

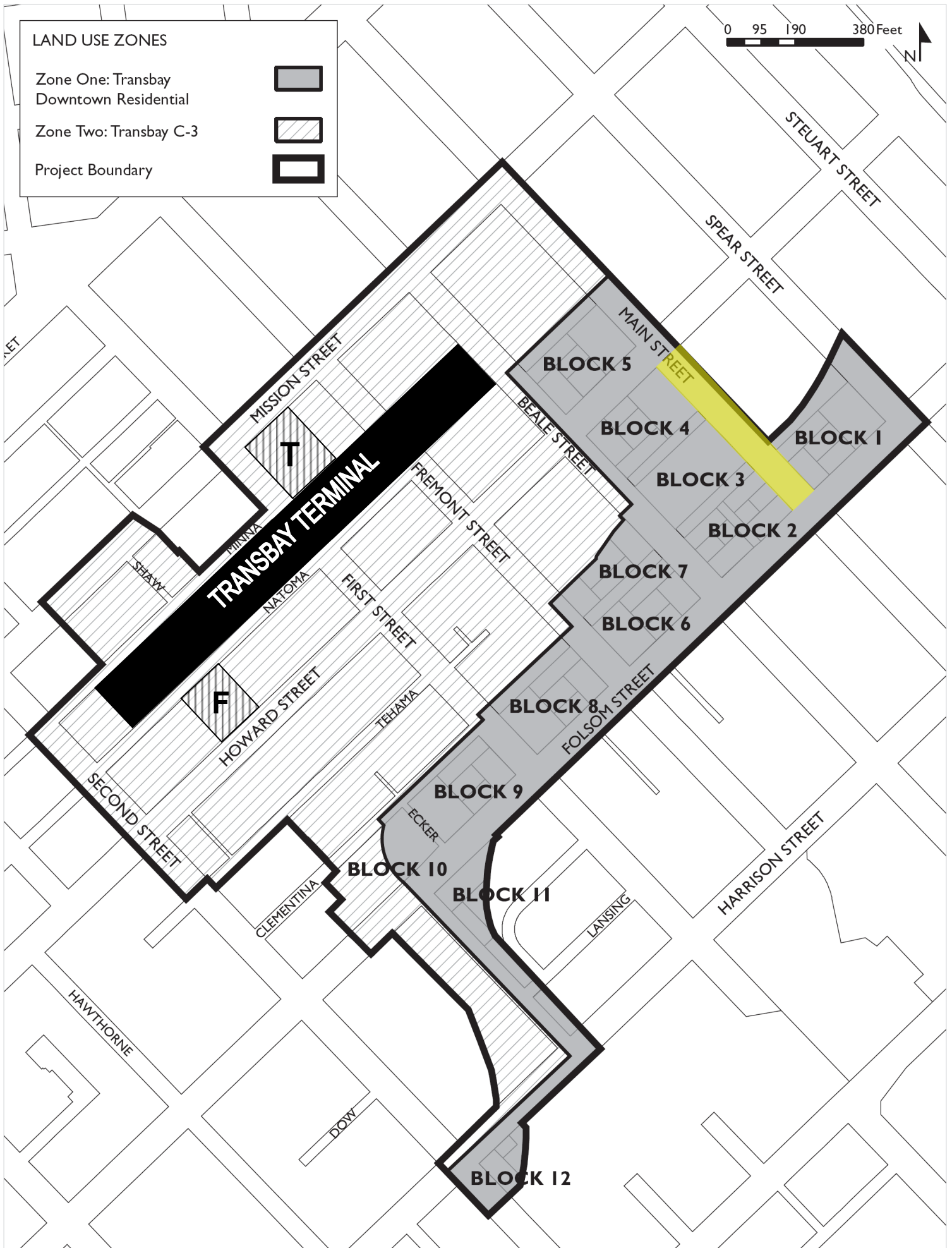
**SODA TRANSIT CHANGES**



- 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



# Transbay Boundary and Zoning Map



## Yu, Hester

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**From:** Brandin, Benjamin (CII) <benjamin.brandin@sfgov.org>  
**Sent:** Thursday, October 14, 2021 1:26 PM  
**To:** Woo, Michelle (DPW)  
**Cc:** Velasco, Manito; Yu, Hester; Bhatia, Arun (DPW); Hennessy, Cathal (DPW); Campos, Jose (CII); Shifley, Laura (CII); ODay, Kathleen (DPW); Scott, Monica (REC); Jensen, Kevin (DPW); Kniha, Paul; Wong, Norman; Kwong, John (DPW); Ben-Pazi, Amnon (CPC); Thomas, John (DPW)  
**Subject:** RE: Transbay Task Force Meeting Agenda / Main St Streetscape Project Curb Alignment

**[Adding Jose Campos, Alok Vyas, John Thomas, Kevin Jensen, Paul Kniha, John Kwong, Norman Wong, Amnon Ben-Pazi, Monica Scott, Kathleen O'Day, and Laura Shifley. Please forward this to any others I have not included here.]**

Michelle - Just to close the loop on the topic of the Main St. dimensions, based on our Task Force meeting last Wednesday OCII now better understands the full suite of constraints limiting the western sidewalk of Main St. (between Howard and Folsom) at Transbay Blocks 2, 3, and 4 to a dimension of 25½' from PL to curb face, a 4½' reduction from what OCII's planning documents call for. We still believe that more work is needed between the City family (MTA, DPW, ITF & and OCII) to refine the cross section dimensions between Transbay Blocks 1 and 2, as was evidenced by the robust discussion of that cross section between MTA livable streets staff, Paul Kniha (representing MTA color curb mgmt.), Kevin Jensen (representing DPW accessibility review) and OCII staff. Still, that can be an ongoing topic of discussion as the design is advanced going forward. Therefore, OCII accepts the 25½' dimension from PL to curb face at Transbay Blocks 2, 3, and 4 and we will communicate this to our development partners for Blocks 2 and 4, as well as the DPW PM and Design Team leading the Block 3 Park project.

OCII looks forward to continuing to work with the City family on the Main St. design as the project details, schedule and design progress.

Best,  
Ben

**Benjamin Brandin**  
(415) 749-2533

***PLEASE NOTE: OCII's office still has not reopened for all staff following the State of California's June 15, 2021 termination of the Governor's executive orders that put into place the Covid-19 Stay Home Order. As such, I am still currently working off-site and the best way to reach me is via email.***

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**From:** Woo, Michelle (DPW) <Michelle.Woo@sfdpw.org>  
**Sent:** Thursday, October 7, 2021 9:51 AM  
**To:** Brandin, Benjamin (CII) <benjamin.brandin@sfgov.org>  
**Cc:** Velasco, Manito (MTA) <Manito.Velasco@sfmta.com>; Yu, Hester (MTA) <Hester.Yu@sfmta.com>; Bhatia, Arun (DPW) <arun.bhatia@sfdpw.org>; Hennessy, Cathal (DPW) <cathal.hennessy@sfdpw.org>  
**Subject:** RE: Transbay Task Force Meeting Agenda / Main St Streetscape Project Curb Alignment

Hi Ben –

Thanks for facilitating yesterday's meeting. As confirmed yesterday, our Main St streetscape project will be proceeding with Fire Department, TASC and other project approvals per the attached plan. We will continue to keep in touch re: project details/schedule as design progresses.

Thanks for all the help!!

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**From:** Brandin, Benjamin (CII) <[benjamin.brandin@sfgov.org](mailto:benjamin.brandin@sfgov.org)>

**Sent:** Wednesday, October 6, 2021 11:46 AM

**To:** True, Judson (DPW) <[judson.true@sfgov.org](mailto:judson.true@sfgov.org)>; Thomas, John (DPW) <[John.Thomas@sfdpw.org](mailto:John.Thomas@sfdpw.org)>; Hennessy, Cathal (DPW) <[cathal.hennessy@sfdpw.org](mailto:cathal.hennessy@sfdpw.org)>; Havens, Robin (ECN) <[robin.havens@sfgov.org](mailto:robin.havens@sfgov.org)>; Vyas, Alok (CII) <[alok.vyas@sfgov.org](mailto:alok.vyas@sfgov.org)>; Campos, Jose (CII) <[jose.campos@sfgov.org](mailto:jose.campos@sfgov.org)>; Peltzer, Paige (CII) <[Paige.Peltzer@sfgov.org](mailto:Paige.Peltzer@sfgov.org)>; Foxworthy, Aaron (CII) <[aaron.foxworthy@sfgov.org](mailto:aaron.foxworthy@sfgov.org)>; Phan, Denny (DPW) <[denny.phan@sfdpw.org](mailto:denny.phan@sfdpw.org)>

**Cc:** Jensen, Kevin (DPW) <[Kevin.W.Jensen@sfdpw.org](mailto:Kevin.W.Jensen@sfdpw.org)>; Kwong, John (DPW) <[John.Kwong@sfdpw.org](mailto:John.Kwong@sfdpw.org)>; Kniha, Paul <[Paul.Kniha@sfmta.com](mailto:Paul.Kniha@sfmta.com)>; Velasco, Manito <[Manito.Velasco@sfmta.com](mailto:Manito.Velasco@sfmta.com)>; Wong, Norman <[Norman.Wong@sfmta.com](mailto:Norman.Wong@sfmta.com)>; Yu, Hester <[Hester.Yu@sfmta.com](mailto:Hester.Yu@sfmta.com)>; Woo, Michelle (DPW) <[Michelle.Woo@sfdpw.org](mailto:Michelle.Woo@sfdpw.org)>; Michael, Kristin <[Kristin.Michael@sfmta.com](mailto:Kristin.Michael@sfmta.com)>; Ben-Pazi, Amnon (CPC) <[amnon.ben-pazi@sfgov.org](mailto:amnon.ben-pazi@sfgov.org)>; Bhatia, Arun (DPW) <[arun.bhatia@sfdpw.org](mailto:arun.bhatia@sfdpw.org)>; Ung, Arlen (DPW) <[Arlen.Ung@sfdpw.org](mailto:Arlen.Ung@sfdpw.org)>; ODay, Kathleen (DPW) <[Kathleen.ODay@sfdpw.org](mailto:Kathleen.ODay@sfdpw.org)>

**Subject:** Transbay Task Force Meeting Agenda -

Judson, John, Cathal and all – The primary topics we'll be covering in today's Transbay Infrastructure Task Force meeting are:

1. SFPUC proposal to provide power to Transbay Blocks 2 & 3 (15 mins)
2. Main St. Cross Section dimensions (45 mins)

For those staff joining only for the Main St. dimensions portion of the meeting please join the call no later than 4:10pm just in case we wrap up early on item 1 above.

Judson, John and Cathal – I will still prepare the complete the TB ITF Coordination Meeting doc and forward it to you all before the meeting. However, in the interest of using the 1hr. allotted time efficiently I'd like to jump straight into the two topics above.

See you all this afternoon,  
Ben



**Benjamin Brandin**  
Transbay Project Manager

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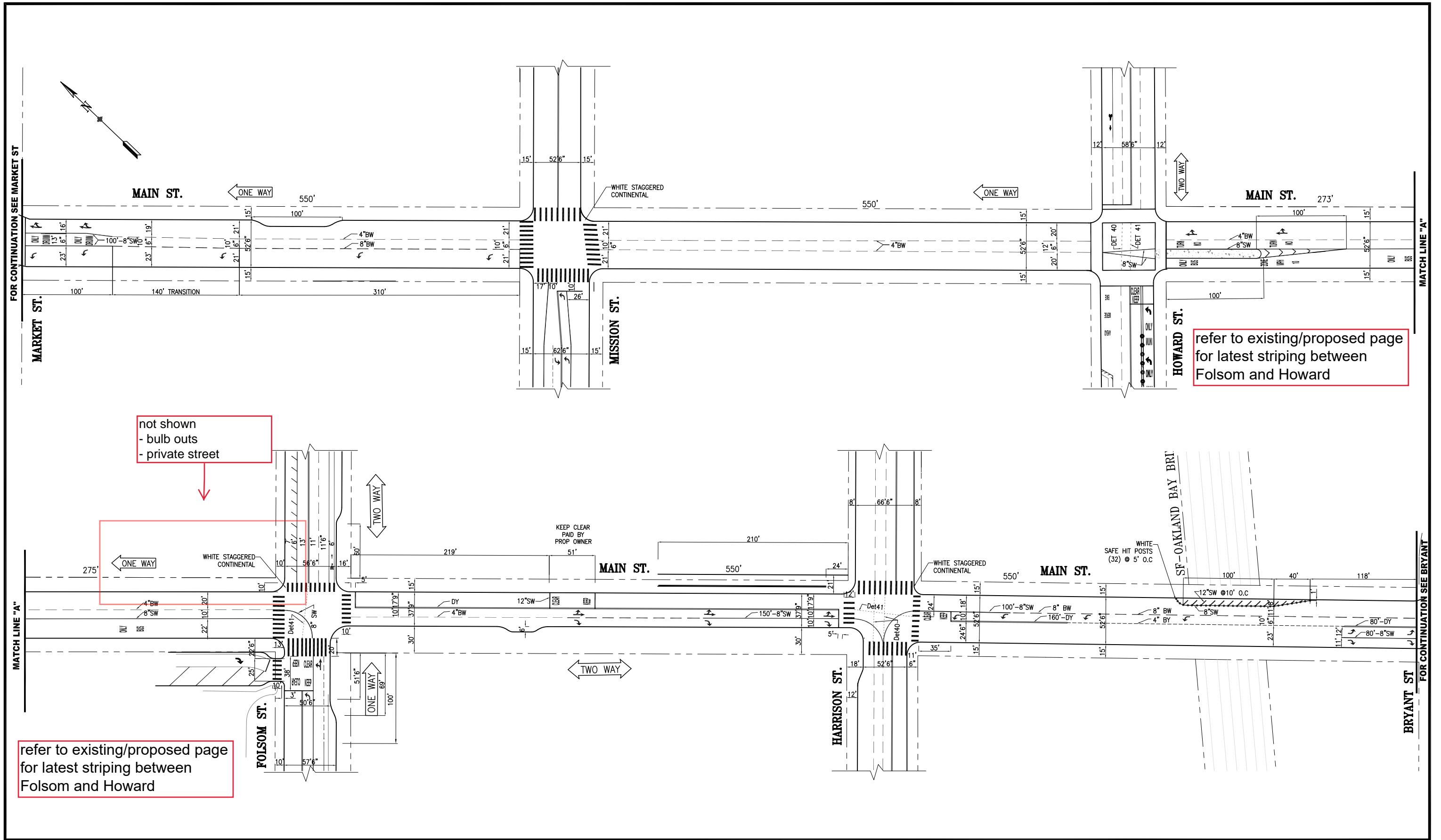
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San Francisco, CA 94103

📞 O: 415.749.2533

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**PLEASE NOTE: OCII's office still has not reopened for all staff following the State of California's June 15, 2021 termination of the Governor's executive orders that put into place the Covid-19 Stay Home Order. As such, I am still currently working off-site and the best way to reach me is via email.**



NO.	DATE	DESCRIPTION	BY	APP
1	05/18/18	MODIFIED STRIPING TO ACCOMM. NEW SIDEWALK WIDTH BTW FOLSOM/HARRISON	S. BROADY	N. WONG
2	07/30/16	CONSTRUCTION DIVERSION ON HOWARD	S. BROADY	B. DUSSEAULT
3	09/18/16	AT MISSION: ADDED STAGGERED CONTINENTALS, UPDATED ADV LL	K.M. LEUNG	B. DUSSEAULT
4	01/28/16	EXTEND 8" SW TO BRYANT; 8" SW, HATCHINGS, DELINEATORS @ BAY BRIDGE FOOTINGS	T. ABDALLAH	B. WOO
5	10/02/13	UPDATED PER FIELD AT MAIN: STAGGER XWLK/ADV LL/DET40. CLARIFY LANE WIDTHS	D. YOUNG	B. WOO
6	02/26/13	ADDED BUS ONLY LANE	C. HUI	DA

TABLE OF REVISIONS  
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



**SFMTA**  
Municipal Transportation Agency



DRAWN: T. ABDALLAH		DATE: 2002		APPROVED <b>THOMAS P FOLKS</b> 2002 SENIOR ENGINEER		DATE: 2002	
CHECKED: R. OLEA		DATE: 2002		APPROVED <b>BOND M. YEE</b> 2002 CITY TRAFFIC ENGINEER		DATE: 2002	

SCALE: 1" = 50'

SHEET/SHEETS:

**TRAFFIC STRIPING**

**MAIN STREET  
MARKET STREET TO BRYANT STREET**

CONTRACT NO.	
DRAWING NO.	STR-7615
FILE NO.	
REV. NO.	13

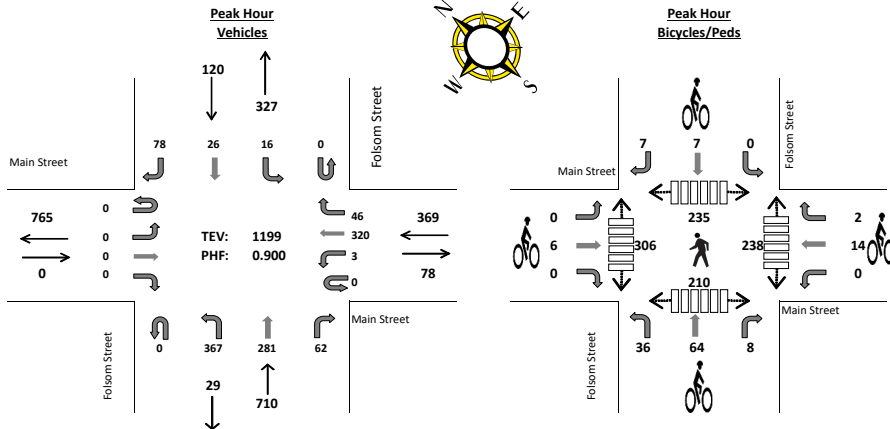
FILE NAME:  
DATE: --/--/---

Location: San Francisco  
NE/SW: Folsom Street  
SE/NW: Main 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

	Folsom Street Northeastbound				Folsom Street Southwestbound				Main Street Southeastbound				Main Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
7:00 AM	0	45	42	8	0	4	5	10	0	0	0	0	0	1	62	3	180
7:15 AM	0	40	51	13	0	4	3	13	0	0	0	0	0	1	62	1	188
7:30 AM	0	74	52	6	0	2	6	26	0	0	0	0	0	3	81	8	258
7:45 AM	0	70	57	9	0	5	10	14	0	0	0	0	0	0	80	2	247
8:00 AM	0	87	52	15	0	6	7	20	0	0	0	0	0	2	77	12	278
8:15 AM	0	77	69	16	0	1	5	17	0	0	0	0	0	0	76	12	273
8:30 AM	0	99	92	14	0	4	8	23	0	0	0	0	0	1	81	11	333
8:45 AM	0	104	68	17	0	5	6	18	0	0	0	0	0	0	86	11	315
TOTAL VOLUMES:	0	596	483	98	0	31	50	141	0	0	0	0	0	8	605	60	2072

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	367	281	62	0	16	26	78	0	0	0	0	0	3	320	46	1199

PEAK HR FACTOR:	0.866				0.857				0.000				0.951				0.900
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Bicycle Counts

	Folsom Street Northeastbound			Folsom Street Southwestbound			Main Street Southeastbound			Main Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
7:00 AM	1	7	0	0	1	0	0	1	1	0	0	0	12
7:15 AM	2	4	1	0	0	0	0	1	1	0	4	0	13
7:30 AM	4	5	0	0	2	2	0	0	0	0	0	0	13
7:45 AM	5	13	0	1	4	1	0	0	0	0	1	0	25
8:00 AM	4	12	2	0	2	1	0	2	0	0	5	1	29
8:15 AM	6	22	1	0	2	4	0	2	0	0	2	0	39
8:30 AM	14	10	3	0	3	1	0	1	0	0	3	0	35
8:45 AM	12	20	2	0	0	1	0	1	0	0	4	1	41
TOTAL VOL:	48	93	9	1	14	10	0	8	2	0	19	3	207

PEAK VOL:	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	TOTAL
	36	64	8	0	7	7	0	6	0	0	14	2	144

Pedestrian Counts

	Folsom Street Northeast Leg	Folsom Street Southwest Leg	Main Street Southeast Leg	Main Street Northwest Leg	TOTAL
7:00 AM	20	30	28	28	106
7:15 AM	28	29	29	26	112
7:30 AM	37	29	37	45	148
7:45 AM	26	36	37	52	151
8:00 AM	50	48	57	55	210
8:15 AM	64	52	52	72	240
8:30 AM	59	57	69	84	269
8:45 AM	62	53	60	95	270
TOTAL VOL:	346	334	369	457	1506

PEAK VOL:	Northeast Leg	Southwest Leg	Southeast Leg	Northwest Leg	TOTAL
	235	210	238	306	989

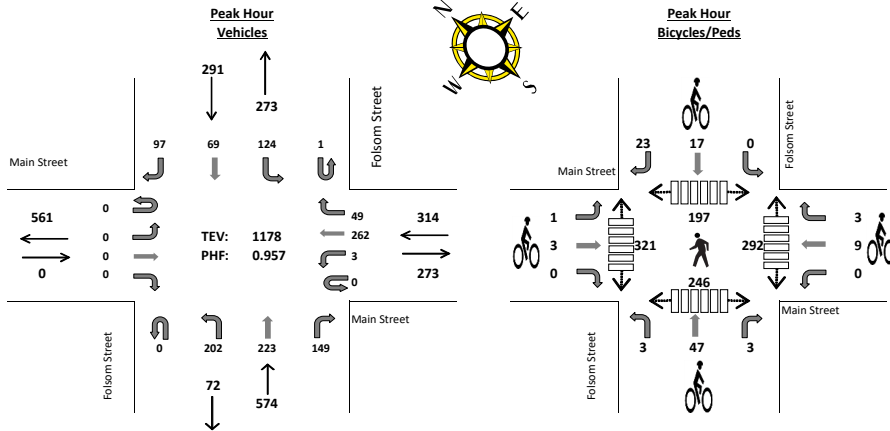


Location: San Francisco  
NE/SW: Folsom Street  
SE/NW: Main Street

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**

	Folsom Street Northeastbound				Folsom Street Southwestbound				Main Street Southeastbound				Main Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
4:00 PM	0	34	31	25	0	35	15	14	1	0	0	0	0	1	41	9	206
4:15 PM	0	55	47	41	0	36	14	18	0	0	0	0	0	2	63	4	280
4:30 PM	0	45	50	31	0	29	11	22	0	0	0	0	0	1	49	14	252
4:45 PM	0	43	57	24	0	37	17	28	0	0	0	0	0	2	63	7	278
5:00 PM	0	58	46	35	1	29	25	22	0	0	0	0	0	0	67	19	302
5:15 PM	0	52	62	53	0	19	15	21	0	0	0	0	0	0	74	12	308
5:30 PM	0	49	58	37	0	39	12	26	0	0	0	0	0	1	58	11	291
5:45 PM	1	36	49	38	0	32	14	26	0	0	0	0	0	3	48	10	256
<b>TOTAL VOLUMES:</b>	0	372	400	284	0	256	123	177	0	0	0	0	0	10	463	86	2171

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	202	223	149	1	124	69	97	0	0	0	0	0	3	262	49	1178

PEAK HR FACTOR:	0.859				0.884				0.000				0.913				0.957
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**Bicycle Counts**

	Folsom Street Northeastbound			Folsom Street Southwestbound			Main Street Southeastbound			Main Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
4:00 PM	0	5	2	0	2	2	1	0	0	1	3	1	17
4:15 PM	1	6	0	0	4	3	0	0	0	0	0	1	15
4:30 PM	2	8	1	0	2	3	0	0	0	0	2	0	18
4:45 PM	0	8	0	0	3	2	0	0	0	0	3	1	17
5:00 PM	0	14	2	0	3	6	1	0	0	0	5	1	32
5:15 PM	0	15	0	0	4	9	0	1	0	0	1	0	30
5:30 PM	3	10	1	0	7	6	0	2	0	0	0	1	30
5:45 PM	2	16	1	0	0	7	0	0	0	0	2	0	28
<b>TOTAL VOL:</b>	8	82	7	0	25	38	2	3	0	1	16	5	187

PEAK VOL:	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	TOTAL
	3	47	3	0	17	23	1	3	0	0	9	3	109

**Pedestrian Counts**

	Folsom Street Northeast Leg	Folsom Street Southwest Leg	Main Street Southeast Leg	Main Street Northwest Leg	TOTAL
4:00 PM	43	28	48	55	174
4:15 PM	37	31	44	45	157
4:30 PM	48	63	41	46	198
4:45 PM	57	43	62	80	242
5:00 PM	47	58	68	78	251
5:15 PM	45	67	70	88	270
5:30 PM	48	78	92	75	293
5:45 PM	72	72	80	84	308
<b>TOTAL VOL:</b>	397	440	505	551	1893

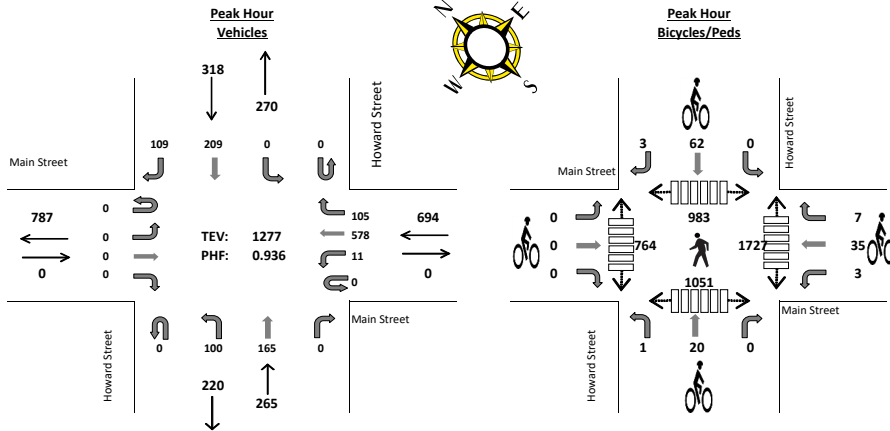
PEAK VOL:	Northeast Leg	Southwest Leg	Southeast Leg	Northwest Leg	TOTAL
	197	246	292	321	1056

Location: San Francisco  
NE/SW: Howard Street  
SE/NW: Main 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				Main Street Southeastbound				Main Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
7:00 AM	0	12	38	0	0	0	41	21	0	0	0	0	0	4	88	15	219
7:15 AM	0	16	32	0	0	0	41	27	0	0	0	0	0	2	77	19	214
7:30 AM	0	11	43	0	0	0	36	21	0	0	0	0	0	3	130	27	271
7:45 AM	0	16	57	0	0	0	44	32	0	0	0	0	0	2	116	22	289
8:00 AM	0	22	46	0	0	0	52	25	0	0	0	0	0	3	140	28	316
8:15 AM	0	29	39	0	0	0	41	31	0	0	0	0	0	3	128	20	291
8:30 AM	0	22	41	0	0	0	56	30	0	0	0	0	0	3	154	35	341
8:45 AM	0	27	39	0	0	0	60	23	0	0	0	0	0	2	156	22	329
TOTAL VOLUMES:	0	155	335	0	0	0	371	210	0	0	0	0	0	22	989	188	2270

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	100	165	0	0	0	209	109	0	0	0	0	0	11	578	105	1277

PEAK HR FACTOR:	0.974				0.924				0.000				0.904				0.936
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Bicycle Counts

	Howard Street Northeastbound			Howard Street Southwestbound			Main Street Southeastbound			Main Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
7:00 AM	1	0	0	0	8	1	0	1	0	0	2	0	13
7:15 AM	1	1	0	0	14	1	0	0	0	1	5	0	23
7:30 AM	1	2	0	0	12	0	0	0	0	0	0	1	16
7:45 AM	1	2	0	0	5	0	0	1	0	2	4	0	15
8:00 AM	0	4	0	0	7	0	0	0	0	3	2	0	16
8:15 AM	0	5	0	0	8	3	0	0	0	0	8	1	25
8:30 AM	1	7	0	0	20	0	0	0	0	0	12	4	44
8:45 AM	0	4	0	0	27	0	0	0	0	0	13	2	46
TOTAL VOL:	5	25	0	0	101	5	0	2	0	6	46	8	198

PEAK VOL:	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	TOTAL
	1	20	0	0	62	3	0	0	0	3	35	7	131

Pedestrian Counts

	Howard Street Northeast Leg	Howard Street Southwest Leg	Main Street Southeast Leg	Main Street Northwest Leg	TOTAL
7:00 AM	85	87	131	69	372
7:15 AM	112	111	193	93	509
7:30 AM	136	138	228	111	613
7:45 AM	200	197	264	155	816
8:00 AM	221	205	388	148	962
8:15 AM	249	233	466	181	1129
8:30 AM	263	329	443	234	1269
8:45 AM	250	284	430	201	1165
TOTAL VOL:	1516	1584	2543	1192	6835

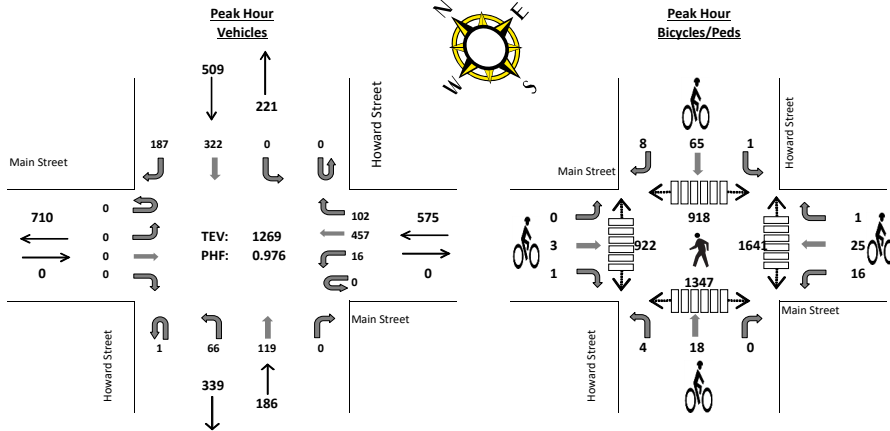
PEAK VOL:	Northeast Leg	Southwest Leg	Southeast Leg	Northwest Leg	TOTAL
	983	1051	1727	764	4525

Location: San Francisco  
 NE/SW: Howard Street  
 SE/NW: Main 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**

	Howard Street Northeastbound				Howard Street Southwestbound				Main Street Southeastbound				Main Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
4:00 PM	0	15	42	0	0	0	79	31	0	0	0	0	0	2	82	19	270
4:15 PM	0	14	27	0	0	0	70	31	0	0	0	0	0	2	92	35	271
4:30 PM	0	19	23	0	0	0	77	37	0	0	0	0	0	1	87	41	285
4:45 PM	1	12	39	0	0	0	84	40	0	0	0	0	0	4	104	21	304
5:00 PM	0	18	26	0	0	0	75	43	0	0	0	0	0	3	119	25	309
5:15 PM	0	10	31	0	0	0	82	42	0	0	0	0	0	5	120	30	320
5:30 PM	0	16	28	0	0	0	87	52	0	0	0	0	0	4	112	26	325
5:45 PM	0	22	34	0	0	0	78	50	0	0	0	0	0	4	106	21	315
TOTAL VOLUMES:	0	126	250	0	0	0	632	326	0	0	0	0	0	25	822	218	2399

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	66	119	0	0	0	322	187	0	0	0	0	0	16	457	102	1269
PEAK HR FACTOR:	0.826				0.915				0.000				0.927				0.976

**Bicycle Counts**

	Howard Street Northeastbound			Howard Street Southwestbound			Main Street Southeastbound			Main Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
4:00 PM	0	1	0	0	6	0	0	0	0	0	5	0	12
4:15 PM	0	2	1	0	8	1	0	2	0	2	1	0	17
4:30 PM	1	5	0	0	5	4	0	0	0	2	2	3	22
4:45 PM	0	0	0	0	12	2	0	2	2	1	4	0	23
5:00 PM	1	5	0	0	7	3	0	1	0	6	7	0	30
5:15 PM	1	5	0	1	19	2	0	0	1	4	5	0	38
5:30 PM	0	5	0	0	22	1	0	1	0	4	7	1	41
5:45 PM	2	3	0	0	17	2	0	1	0	2	6	0	33
TOTAL VOL:	5	26	1	1	96	15	0	7	3	21	37	4	216
PEAK VOL:	4	18	0	1	65	8	0	3	1	16	25	1	142

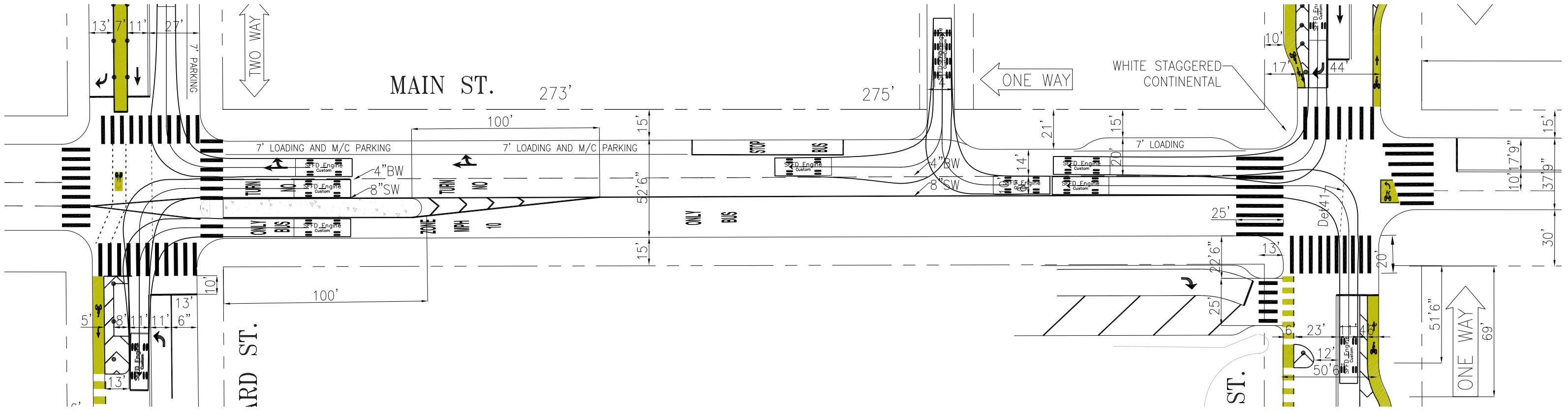
**Pedestrian Counts**

	Howard Street Northeast Leg	Howard Street Southwest Leg	Main Street Southeast Leg	Main Street Northwest Leg	TOTAL
4:00 PM	235	228	320	189	972
4:15 PM	220	304	332	164	1020
4:30 PM	215	267	405	189	1076
4:45 PM	204	324	380	212	1120
5:00 PM	283	411	580	287	1561
5:15 PM	213	340	381	275	1209
5:30 PM	232	333	363	238	1166
5:45 PM	190	263	317	122	892
TOTAL VOL:	1792	2470	3078	1676	9016
PEAK VOL:	918	1347	1641	922	4828

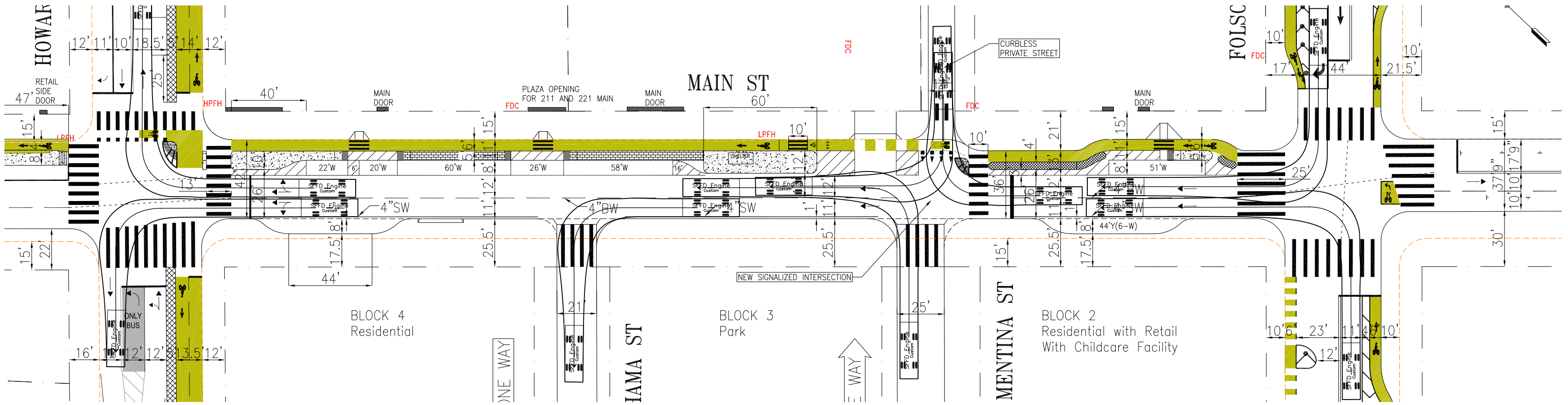
# SODA-MAIN STREET (HOWARD ST TO FOLSOM ST) TURN TEMPLATES (SFFD ENGINE)

DRAFT  
11/2/21

## EXISTING



## PROPOSED

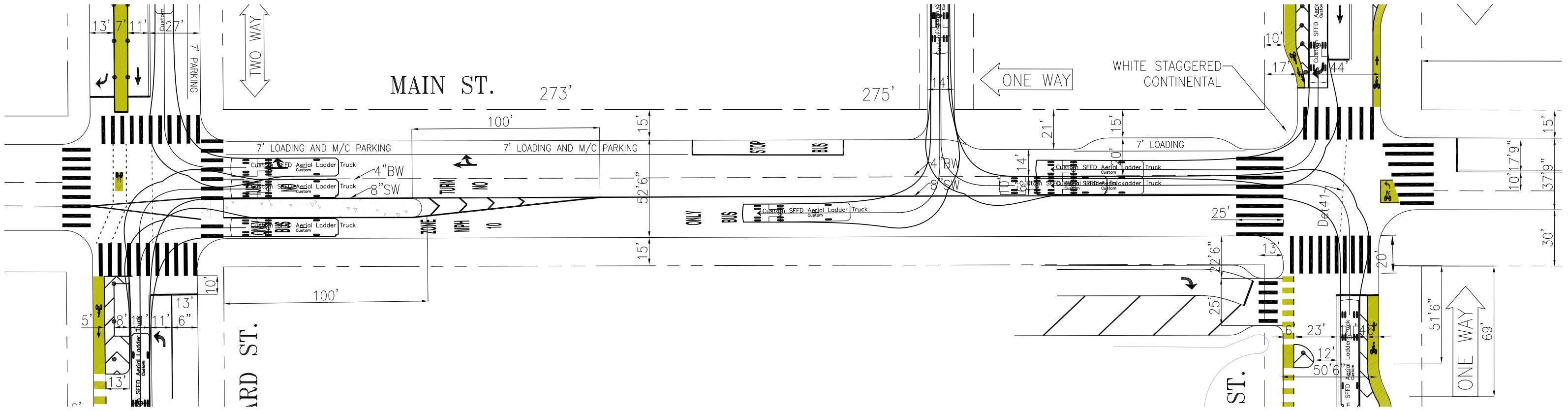


\*SIDE STREETS SUBJECT TO CHANGE

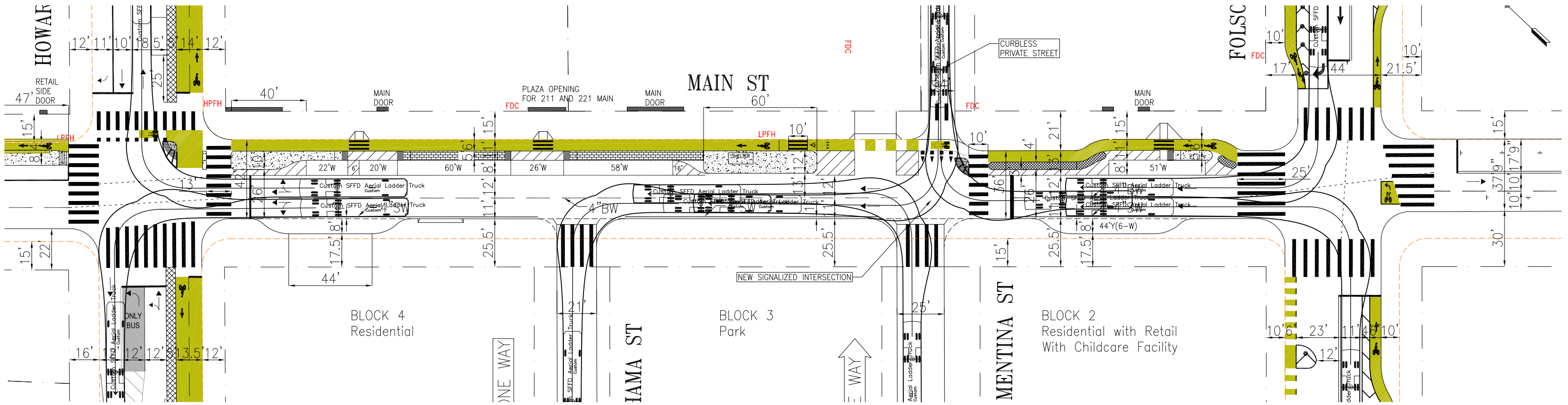
# SODA-MAIN STREET (HOWARD ST TO FOLSOM ST) TURN TEMPLATES (SFFD LADDER)

DRAFT  
11/2/21

## EXISTING



## PROPOSED



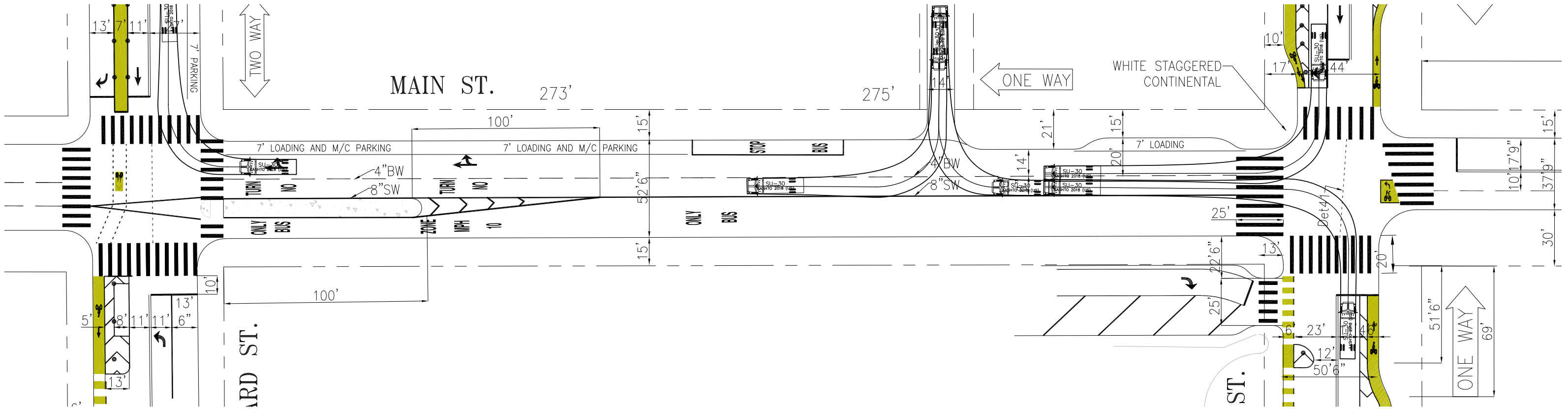
\*SIDE STREETS SUBJECT TO CHANGE



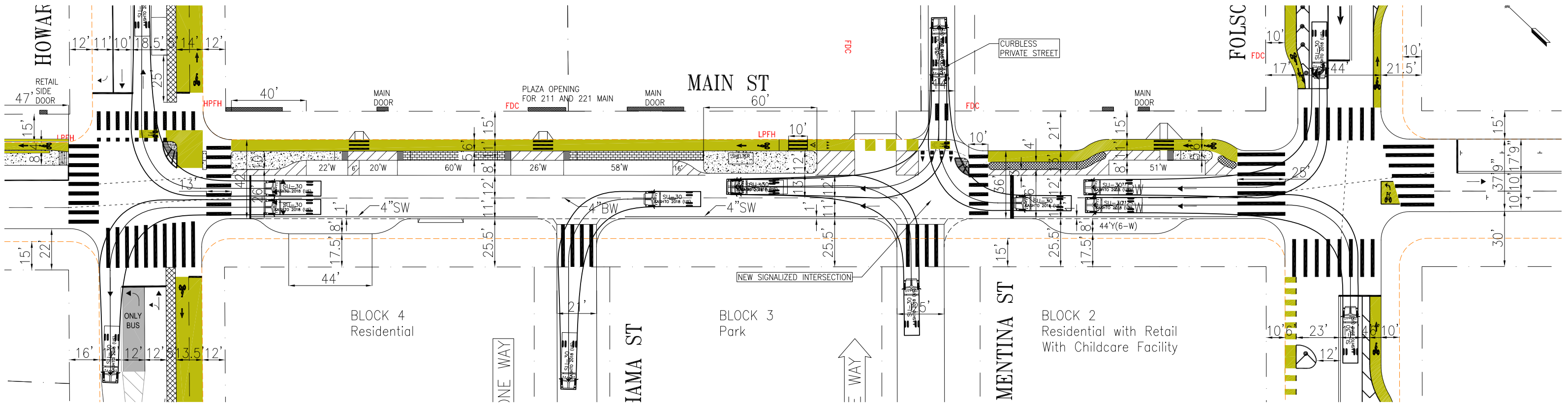
# SODA-MAIN STREET (HOWARD ST TO FOLSOM ST) TURN TEMPLATES (SU-30)

DRAFT  
11/2/21

## EXISTING



## PROPOSED



\*SIDE STREETS SUBJECT TO CHANGE

# TransBASE Internal Dashboard

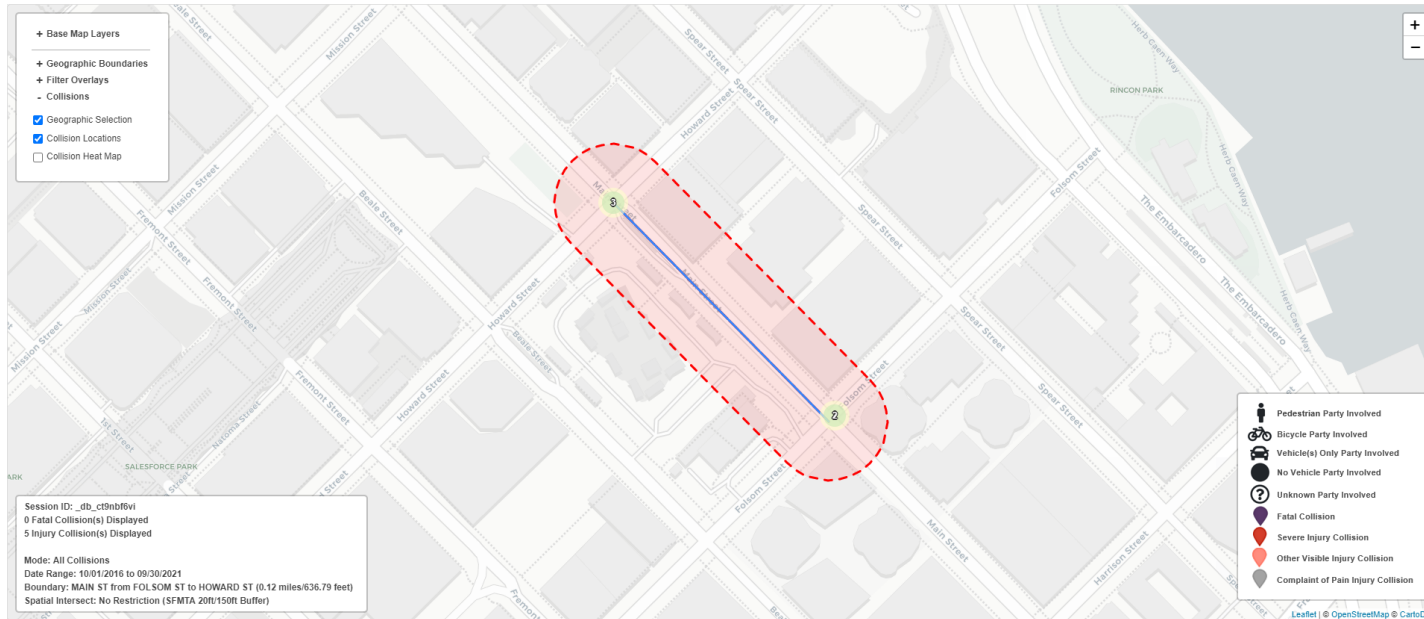
Geographic Extent: MAIN ST from FOLSOM ST to HOWARD ST (0.12 miles/636.79 feet)

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 10/28/2021

## Geographic Extent



# TransBASE Internal Dashboard

Geographic Extent: MAIN ST from FOLSOM ST to HOWARD ST (0.12 miles/636.79 feet)

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 10/28/2021

## Collision/Party/Victim Table

Showing 1 to 5 of 5 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 5

Total Count of Fatal/Non-Fatal Injury Collisions: 5

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	Lighting
210589191	09/12/2021	07:15	Sunday	FOLSOM ST	MAIN ST	34	East	Driver	West	Proceeding Straight	Driver	West	Stopped	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
180959074	12/21/2018	07:12	Friday	HOWARD ST	MAIN ST	0	Not Stated	Driver	North	Making Right Turn	Other	West	Proceeding Straight	CVC 22107	Injury (Other Visible)	Sideswipe	Other Object	Cloudy	Daylight
180387685	05/24/2018	17:36	Thursday	HOWARD ST	MAIN ST	0	Not Stated	Pedestrian	South	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Cloudy	Daylight
180195030	03/14/2018	17:25	Wednesday	HOWARD ST	MAIN ST	0	Not Stated	Bicyclist	South	Making Left Turn	Driver	East	Proceeding Straight	CVC 21801(a)	Injury (Severe)	Rear End	Bicycle	Clear	Daylight
170117345	02/10/2017	17:57	Friday	MAIN ST	FOLSOM ST	0	Not Stated	Driver	South	Making Right Turn	Pedestrian	East	Proceeding Straight	CVC 21960(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights



# TransBASE Internal Dashboard

*Geographic Extent: MAIN ST from FOLSOM ST to HOWARD ST (0.12 miles/636.79 feet)*

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

*Data Range: 10/01/2016 to 09/30/2021*

*Pull Date: 10/28/2021*

## Metadata Information

### Collision Filters

Database Source: TransBASESF.org  
Database Pull Date: 10/28/2021  
Collision Level: Injury Collisions  
Boundary: MAIN ST from FOLSOM ST to HOWARD ST (0.12 miles/636.79 feet)  
Collision Dates: 10/01/2016 to 09/30/2021  
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

### 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

## SFMTA - TASC SUMMARY SHEET

<p><b>PreStaff_Date:</b> 4/19/2022</p> <p><b>Requested_by:</b> PW</p> <p><b>Handled:</b> Hester Yu <span style="color: blue;">K K</span></p> <p><b>Section Head :</b> CL/MV <span style="color: red;">[Signature]</span></p>	<p><input type="checkbox"/> <b>Public Hearing Consent</b></p> <p><input checked="" type="checkbox"/> <b>Public Hearing Regular</b></p> <p><input type="checkbox"/> <b>Informational / Other</b> <small>PH - Regular</small></p>	<p><b>No objections:</b> _____</p> <p><b>Item Held:</b> _____</p> <p><b>Other:</b> _____</p>
<p><b>Location:</b> Main Street, between Howard Street and Market Street</p>		
<p><b>Subject:</b> Main Street Streetscape Project (Howard Street to Market Street)</p>		
<p><b>PROPOSAL / REQUEST:</b> See attached for full legislation.</p> <p>(Supervisor District 6)</p> <p>Hester Yu, hester.yu@sfmta.com</p> <p>The Main Street Streetscape Project is part of a larger neighborhood-wide community planning initiative called the South Downtown Design + Activation Plan (Soda). Soda seeks to create vibrant streets and revitalizing open spaces, while encouraging active transportation choices, as the East Cut neighborhood grows. The Main Street Streetscape Project would establish a protected northbound bicycle facility through the neighborhood and widen sidewalks for an enhanced pedestrian experience.</p>		
<p><b>BACKGROUND INFORMATION / COMMENTS</b> See attached.</p> <p>The Main Street Streetscape Project would establish a protected northbound bicycle facility through the neighborhood and widen sidewalks for an enhanced pedestrian experience.</p> <p>Project limits are Main Street, between Folsom Street and Market Street. The Folsom-Howard Block was brought to 11/18/2021 TASC first due to coordination efforts involved with OCII. This TASC packet covers the remaining blocks, Howard Street to Market Street.</p>		
<p><b>HEARING NOTIFICATION AND PROCESSING NOTES:</b></p>	<p><b>ENVIRONMENTAL CLEARANCE BY:</b></p> <p><input type="checkbox"/> SFMTA   <input type="checkbox"/> Attached   <input checked="" type="checkbox"/> Pending</p>	
<p><b>CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:</b>   <input checked="" type="checkbox"/></p>		

Main Street Streetscape Project (Howard Street to Market Street)

ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY)

Main Street, northbound, east side, from Howard Street to Market Street

ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

Main Street, west side, from 180 feet to 270 feet north of Howard Street (for 7-foot sidewalk widening)

Main Street, west side, from Mission Street to 130 feet southerly (for 7-foot sidewalk widening)

Main Street, west side, from Mission Street to 250 feet northerly (for 7-foot sidewalk widening and lane transition)

Main Street, west side, from Market Street to 79 feet southerly (for 12-foot sidewalk widening)

Main Street, east side, from Mission Street to 163 feet southerly (for raised island and right turn lane)

Main Street, east side, from 155 feet to 223 feet north of Mission Street (for lane transition)

Main Street, east side, from Market Street to 38 feet southerly (for raised island)

ESTABLISH – BUS ZONE

Main Street, east side, from Howard Street to 220 feet northerly (extends existing 145-foot bus zone)

Main Street, east side, from 223 feet to 353 feet north of Mission Street (midblock transit boarding island)

ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES

Main Street, east side, from 313 feet to 384 feet north of Howard Street

Main Street, west side, from 250 feet to 472 feet north of Mission Street

ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 30 MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY; NO PARKING ALL OTHER TIMES

Main Street, west side, from 286 feet to 419 feet north of Howard Street

ESTABLISH – RAISED CROSSWALK

Main Street at Natoma Street, west leg

RESCIND – MUNI FLAG STOP

Main Street, east side, south of Howard Street

(Supervisor District 6)

Hester Yu, [hester.yu@sfmta.com](mailto:hester.yu@sfmta.com)

The Main Street Streetscape Project is part of a larger neighborhood-wide community planning initiative called the South Downtown Design + Activation Plan (Soda). Soda seeks to create vibrant streets and revitalizing open spaces, while encouraging active transportation choices, as the East Cut neighborhood grows. The Main Street Streetscape Project would establish a protected northbound bicycle facility through the neighborhood and widen sidewalks for an enhanced pedestrian experience.

## Main Street Streetscape Project (Howard Street to Market Street)

The Main Street Streetscape Project would establish a protected northbound bicycle facility through the neighborhood and widen sidewalks for an enhanced pedestrian experience. The block of Folsom Street to Howard Street was presented first due to the coordination involved with the Office of Community Investment and Infrastructure (OCII). See 11/18/2021 TASC for the Folsom-Howard block.

### Background:

Main Street, between Howard Street and Market Street, is a one-way northbound street.

#### Between Howard and Mission:

There are four office buildings on the east side, and an urban park and an office building parking lot on the west side.

#### Between Mission and Market:

There is the Federal Reserve Bank parking lot and office building on the east side, and two office building and a to-be developed new residential building on the west side.

### Street Use:

There is currently parking/loading on the west side and a mix of parking/loading and bus zones on the east side. There are three general travel lines with directional lanes approaching Market St. The Project proposes to (from west to east) widen sidewalks, provide loading where applicable, reduce to two travel lanes (except approaching Mission for a right turn lane), maintain bus zones and loading where applicable, and add a parking-protected northbound bike lane.

Due to constrained widths, a sidewalk level bike lane is proposed at certain locations. The proposed design allows for the bike lane width to reduce to 4.5'. Trapezoidal delineators will be used to distinguish the bike lane from sidewalks and transit boarding islands.

The proposal follows the agency's best practices for widths, such as:

- 6' min. for bike lanes (less at sidewalk level locations)
- 5' between parking/loading and bike lane for accessibility (more where space allows)
  - o 8'x8' clear area for lift deployment
- 8' for floating parking
- 12' for travel lane with transit
- 11' for general travel lane next to curb (10' lane + 1' buffer for gutter)

There is also a plan to extend Natoma St to Main St. It would have a raised crosswalk/driveway design, similar to Tehama and Clementina, one block south of here, and other alleys in the area.

### Transit:

#### Between Howard and Mission:

The 82X Levi Plaza Express stop would move from nearside to farside as part of this Project. There is also a bus zone for the 41 Union terminal and 12 Folsom/Pacific stop. (Note: the 82X and 41 are not currently running)

#### Between Mission and Market:

There is a bus stop and terminal for the 9R San Bruno Rapid and another bus stop for the 7X Noriega Express, 12 Folsom/Pacific, 14/14R/14X Mission, 30X Marina Express, 41 Union, and 82X Levi Plaza Express. (Note: the 7X, 14X, 30X, 41, and 82X are not currently running)

In addition, PresidiGo travels on Main but does not have any stops on Main. SamTrans travels on Main and used the midblock bus stop between Mission and Market for the 292, 397, and 398. Golden Gate Transit also has service along Main but has plans to be off Main in the future.

#### Parking/Loading:

##### Between Howard and Mission:

There is a mix of metered general parking, metered commercial loading, and passenger loading on this block. The project would maintain the passenger loading zone, reduce the amount of metered commercial loading, and remove metered general parking.

##### Between Mission and Market:

There is a mix of metered commercial loading and metered motorcycle parking on this block. The project would install passenger loading and maintain some motorcycle parking on the east side. Passenger loading is proposed to accommodate the future land use.

#### Project Coordination:

The Main Street Streetscape Project is led by San Francisco Public Works (PW), with SFMTA leading the legislation effort. The Main St design takes proposed Howard St and Mission St (both part of the Soda plan) designs into consideration.

The design shows existing Market St configuration, but the team has been coordinating with the Better Market Street (BMS) team on future Market St configurations. As shown, approaching Market St, cyclists will be required to turn right. The bike lane design approaching Market will be modified through BMS that will expand cyclists' options exiting the Main St bikeway.

Projects will continue to coordinate throughout design and construction.

#### Schedule (subject to change):

Detail Design: Spring 2022 to Spring 2023

Construction: begin Fall 2023

#### Design Review:

Prior to bringing the item to TASC, the project team met with various groups to present the design, receive feedback, and incorporate changes where applicable. Groups include:

- San Francisco Fire Department (SFFD)
- SFMTA: Accessible Services, Curb Management, Livable Streets, Transit Planning, City Traffic Engineer and various Senior Engineers/Engineers

#### Additional Notes:

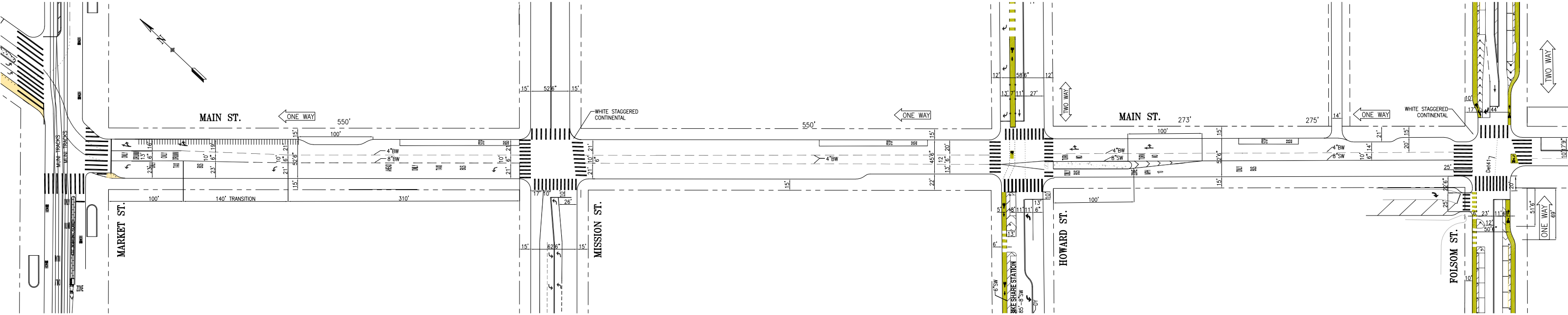
There may be minor changes in the lengths of tow-away zones, color curb zones, and no parking zones during detail design to address utility conflicts or design issues. This includes items such as curb cuts, curb ramp placement, and sidewalk widening transitions and widths.

# SODA-MAIN STREET (MARKET ST TO FOLSOM ST) CONCEPTUAL DESIGN

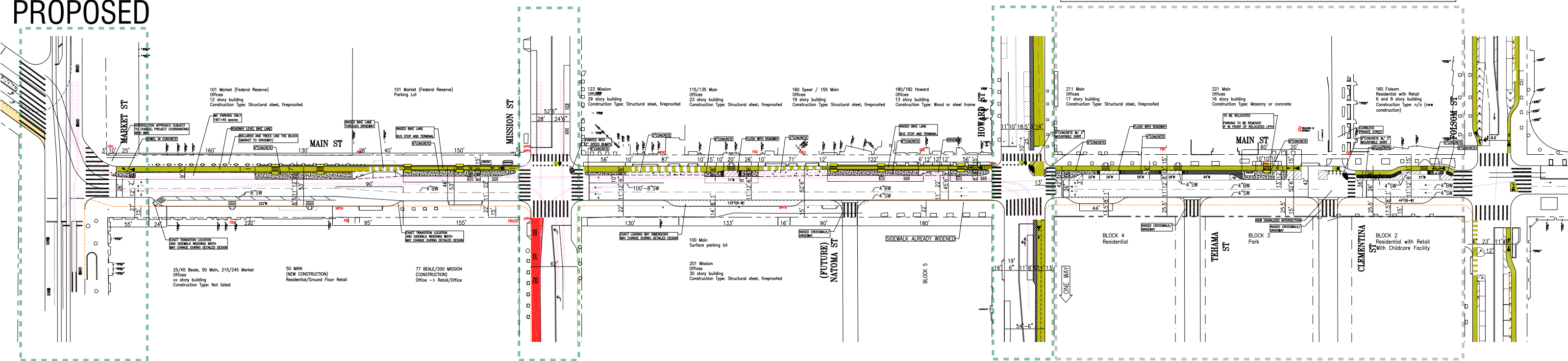
## OVERVIEW OF MAIN ST STREETScape

DRAFT  
4/15/22

### EXISTING



### PROPOSED



Better  
Market  
Street  
(existing)

Mission  
Soda

Transbay  
Howard  
Streetscape

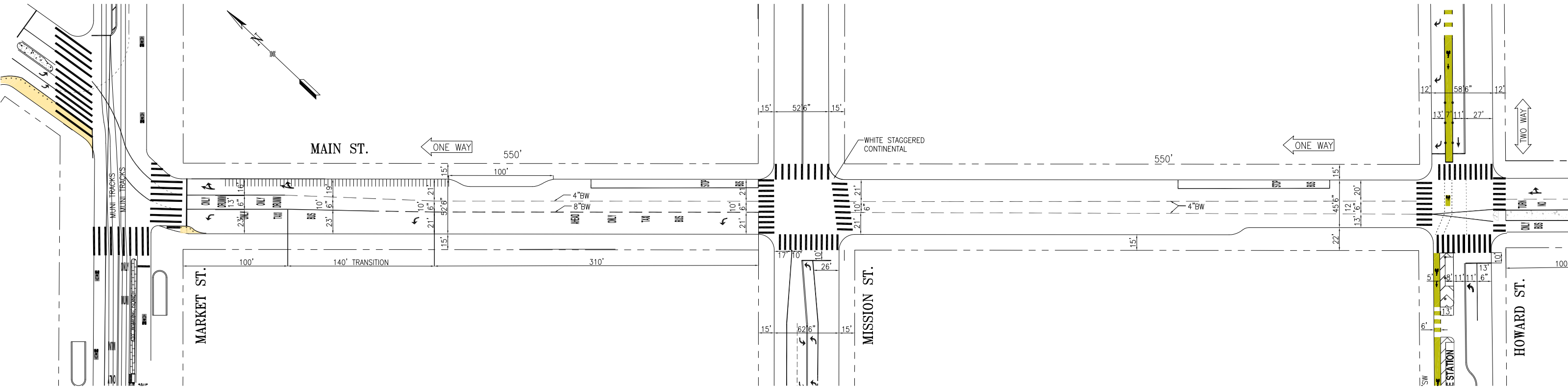
\*EXISTING OCS WIRES SHOWN IN PROPOSED  
\*SIDE STREETS SUBJECT TO CHANGE

# SODA-MAIN STREET (MARKET ST TO HOWARD ST) CONCEPTUAL DESIGN

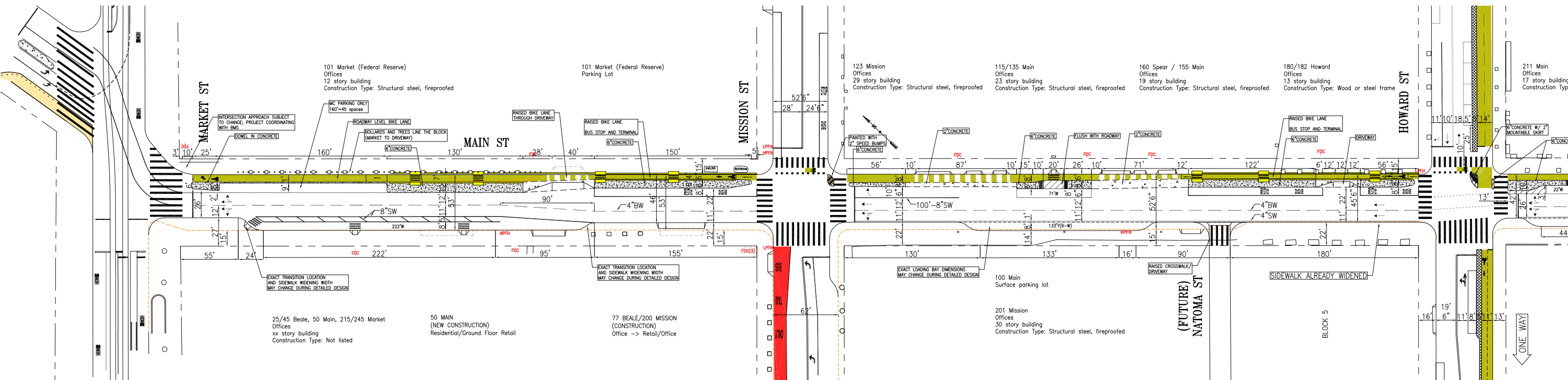
BLOCKS COVERED IN LEGISLATION PACKET

DRAFT  
4/15/22

## EXISTING



## PROPOSED

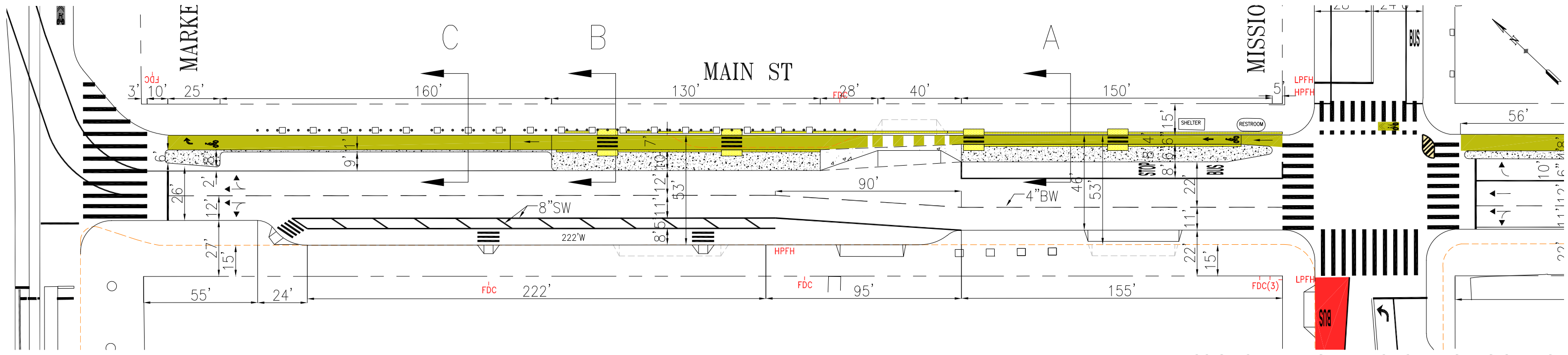


\*SIDE STREETS SUBJECT TO CHANGE

# SODA-MAIN STREET (MARKET ST TO MISSION ST) CONCEPTUAL DESIGN - CLEAR WIDTHS AND CROSS SECTIONS

DRAFT  
4/20/22

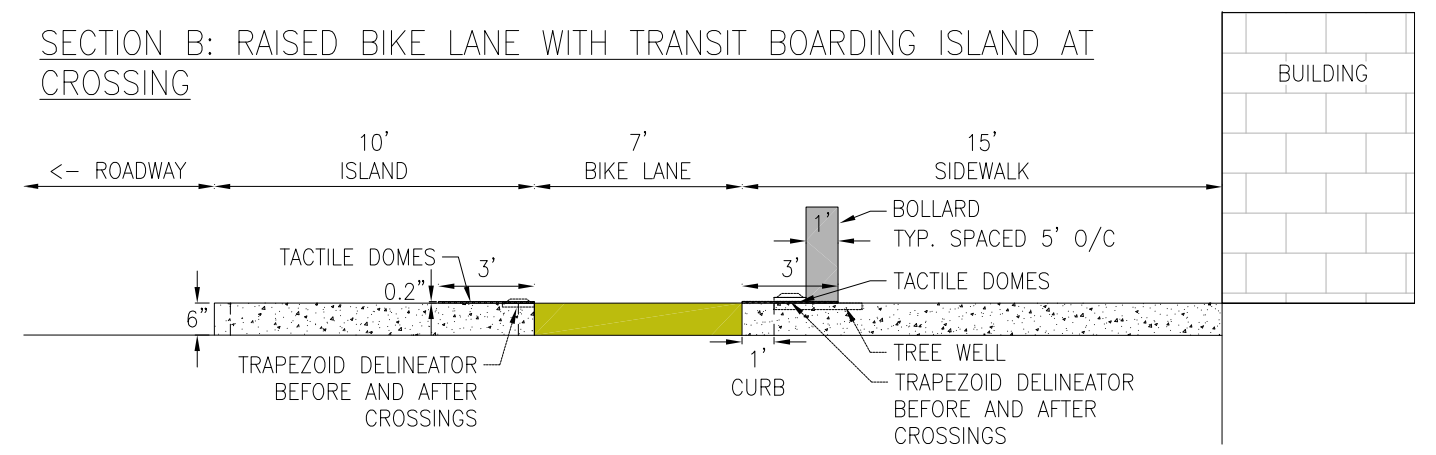
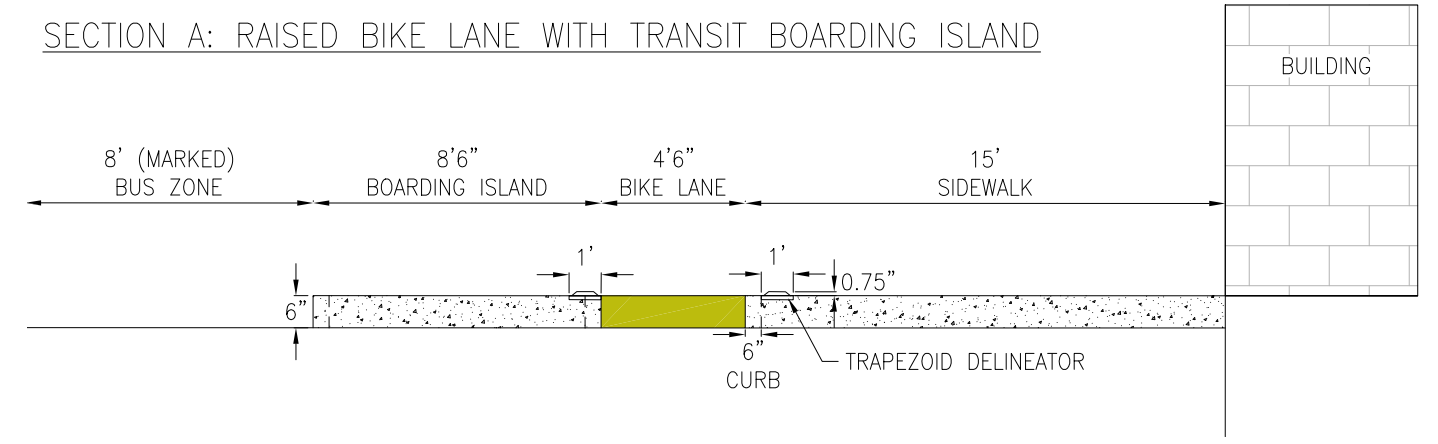
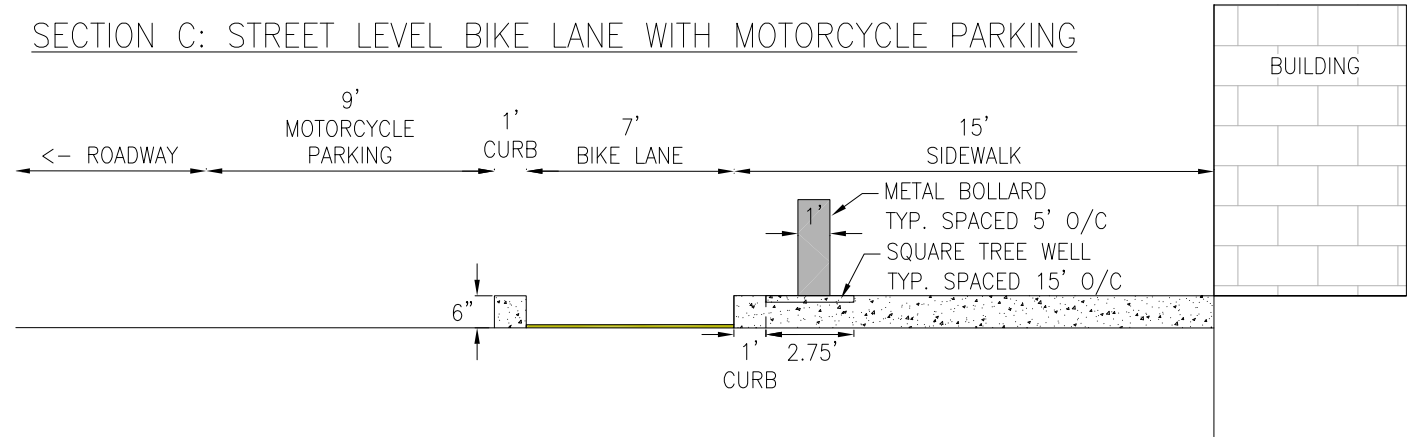
PROPOSED



MAIN ST CLEAR WIDTHS:



\*MISSION ST AND HOWARD ST SUBJECT TO CHANGE

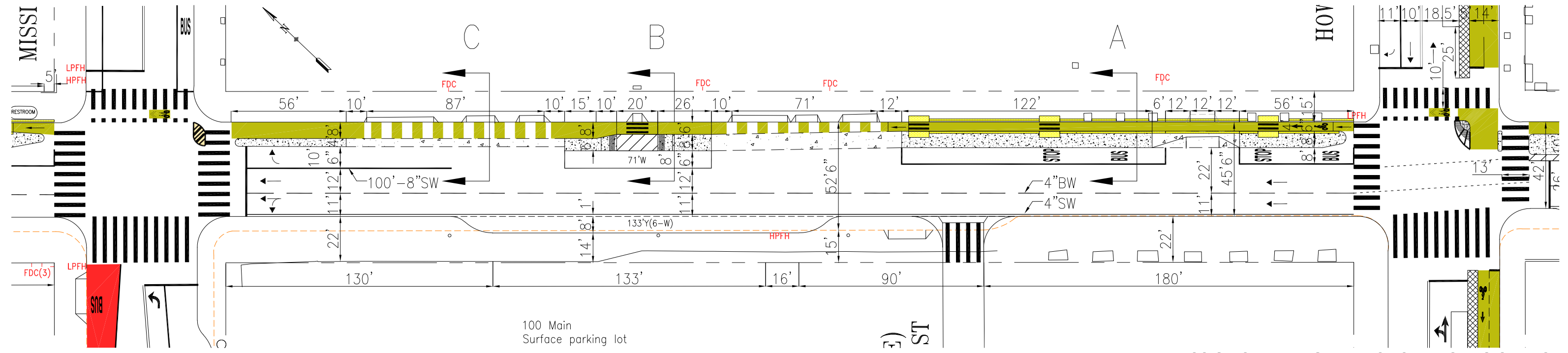




# SODA-MAIN STREET (MISSION ST TO HOWARD ST) CONCEPTUAL DESIGN - CLEAR WIDTHS AND CROSS SECTIONS

DRAFT  
4/20/22

## PROPOSED

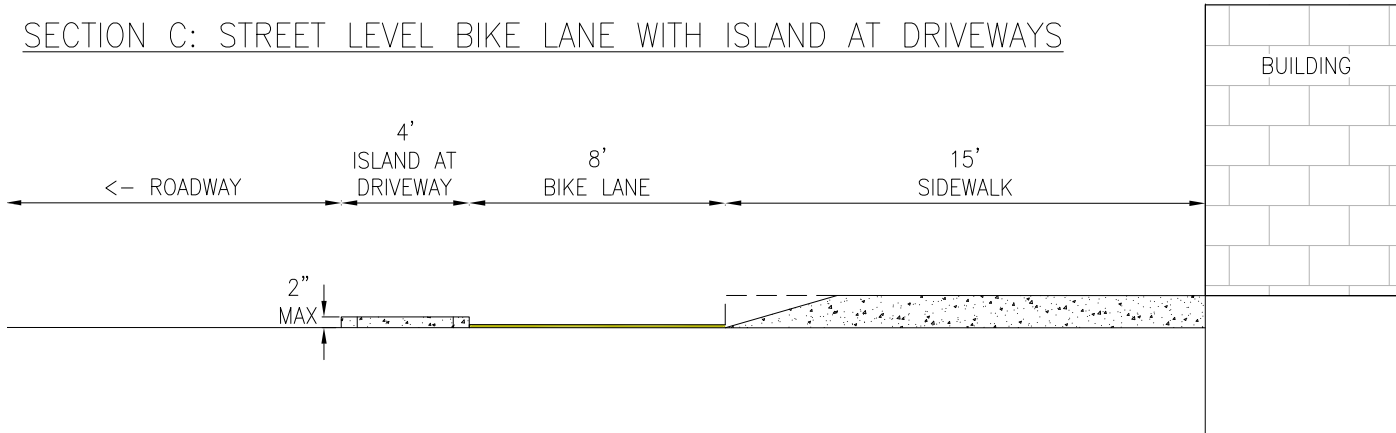


**MAIN ST CLEAR WIDTHS:**

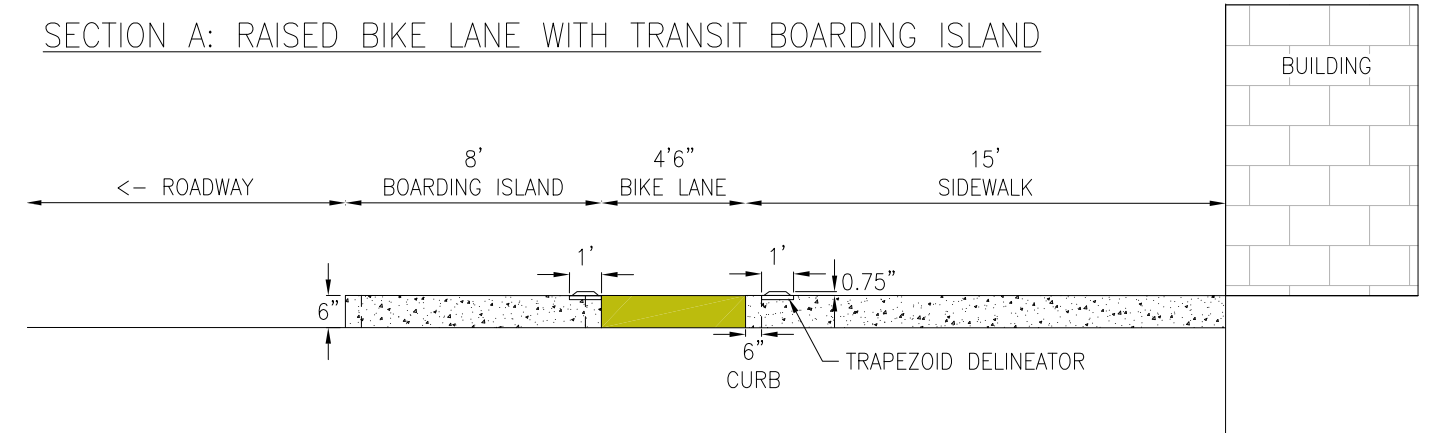
33.5'	24'	31.5'	24' (9' FOR BUS)

\*MISSION ST AND HOWARD ST SUBJECT TO CHANGE

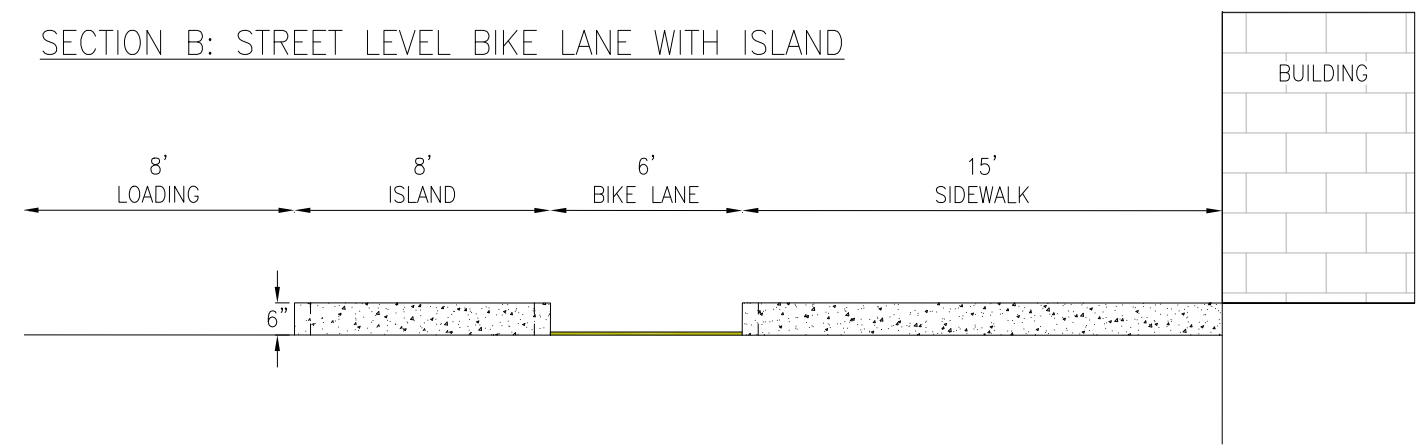
SECTION C: STREET LEVEL BIKE LANE WITH ISLAND AT DRIVEWAYS



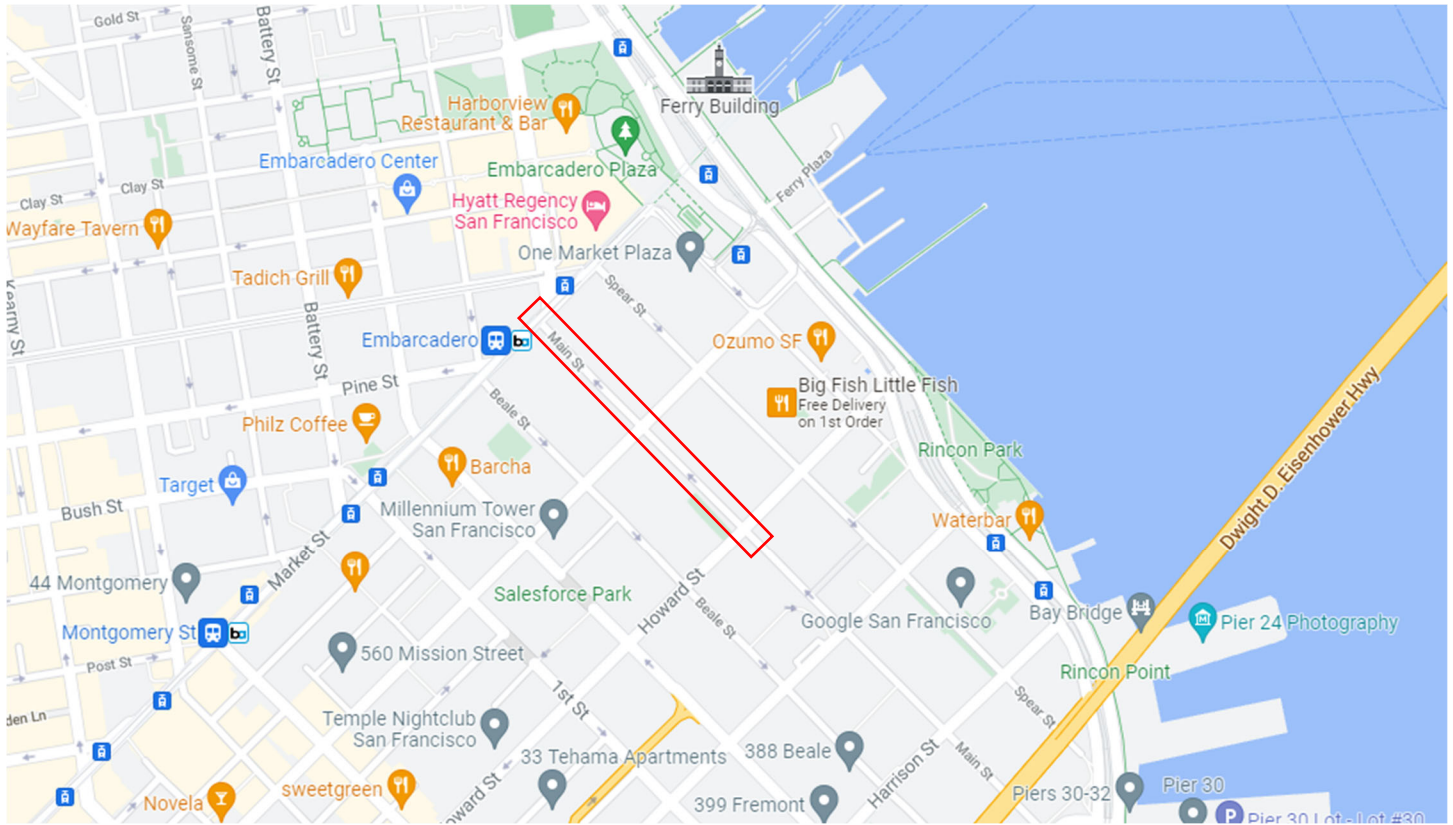
SECTION A: RAISED BIKE LANE WITH TRANSIT BOARDING ISLAND



SECTION B: STREET LEVEL BIKE LANE WITH ISLAND



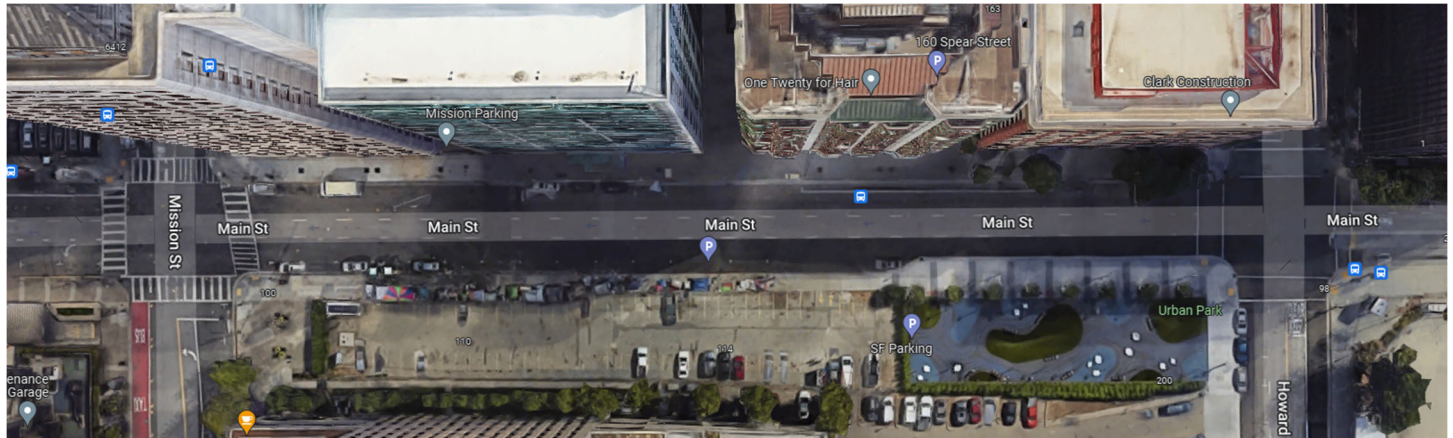
Map



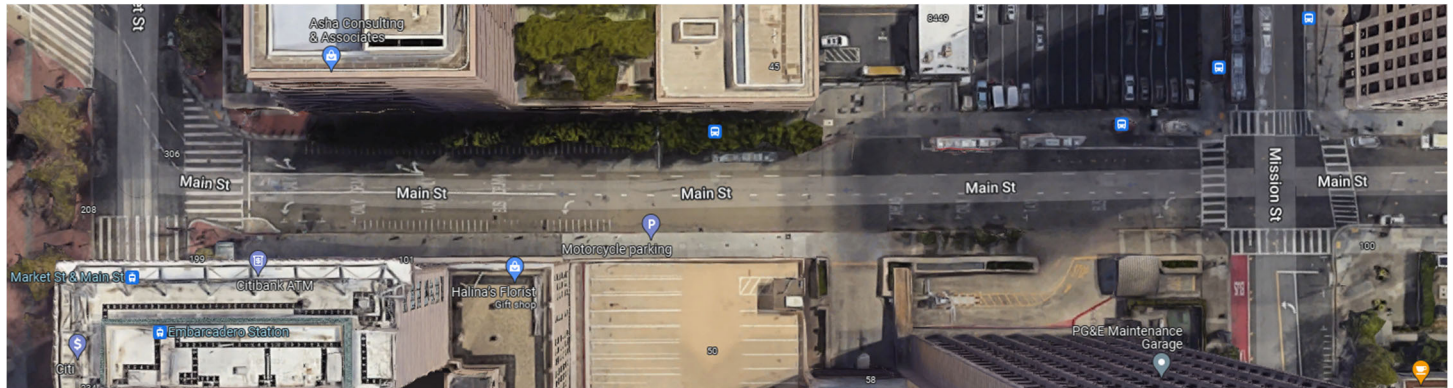
Aerial



Howard St to Mission St



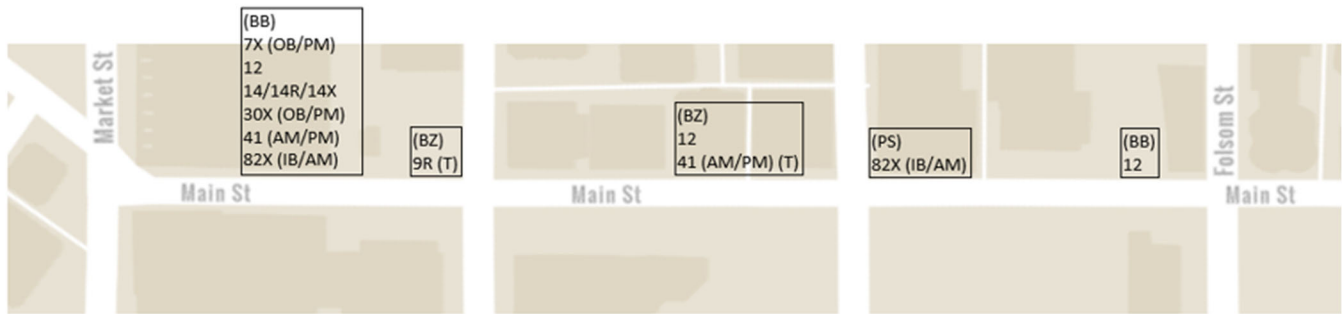
Mission St to Market St



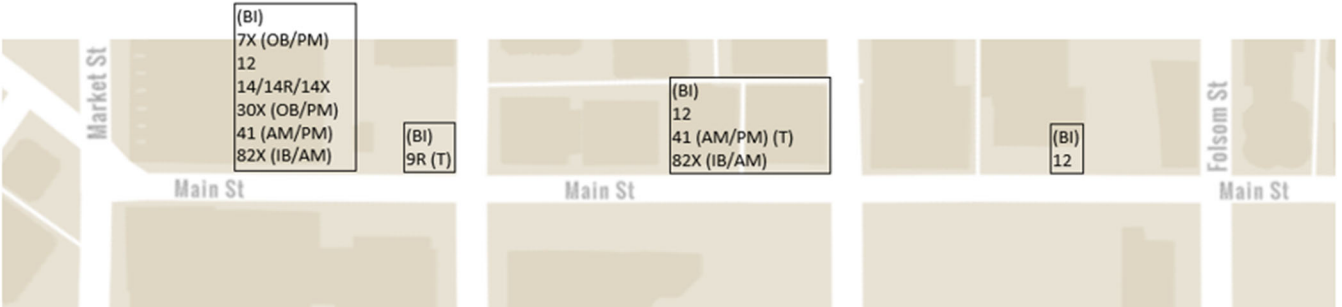




EXISTING



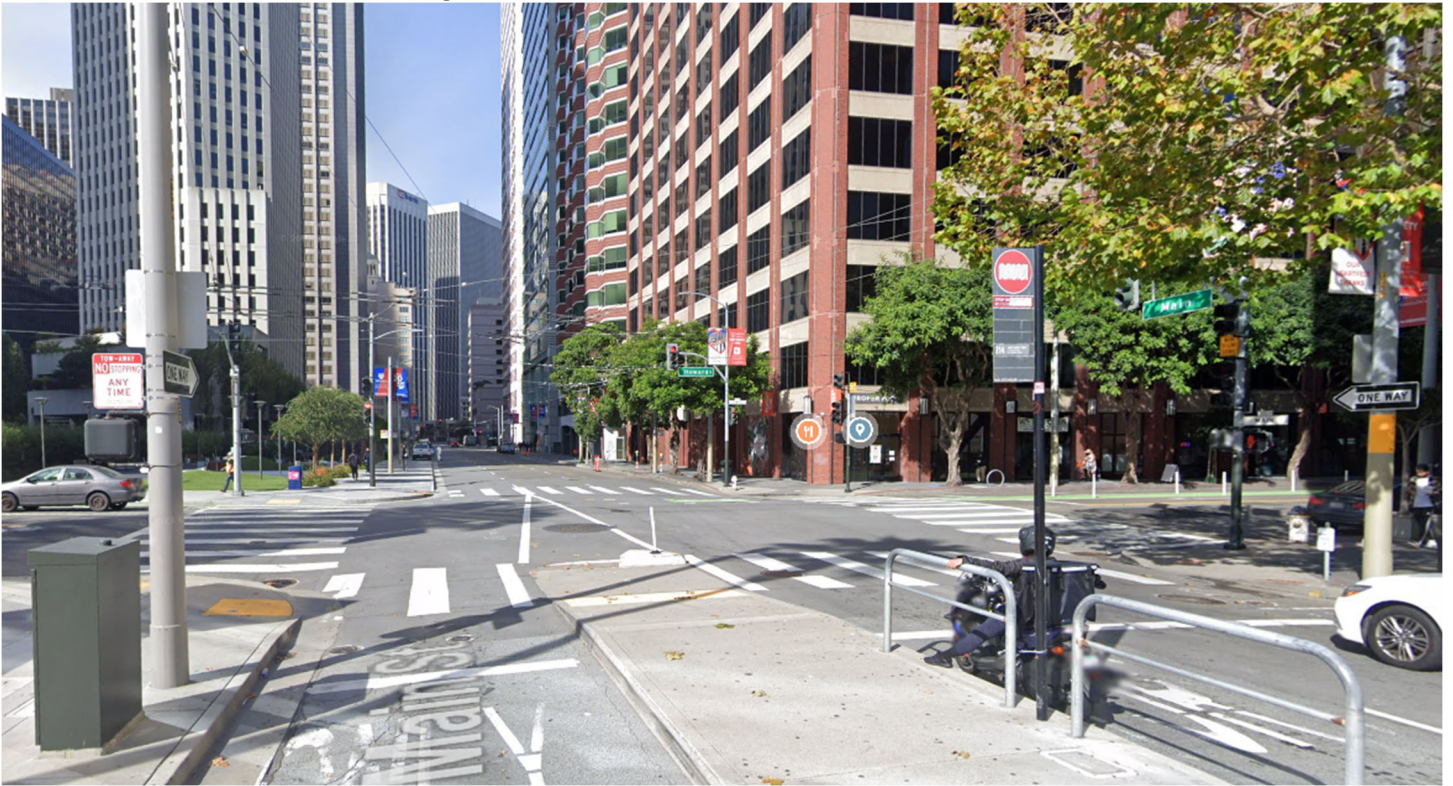
PROPOSED



Not in currently running: 7X, 14X, 30X, 41, 82X



Main Street at Howard Street, looking north

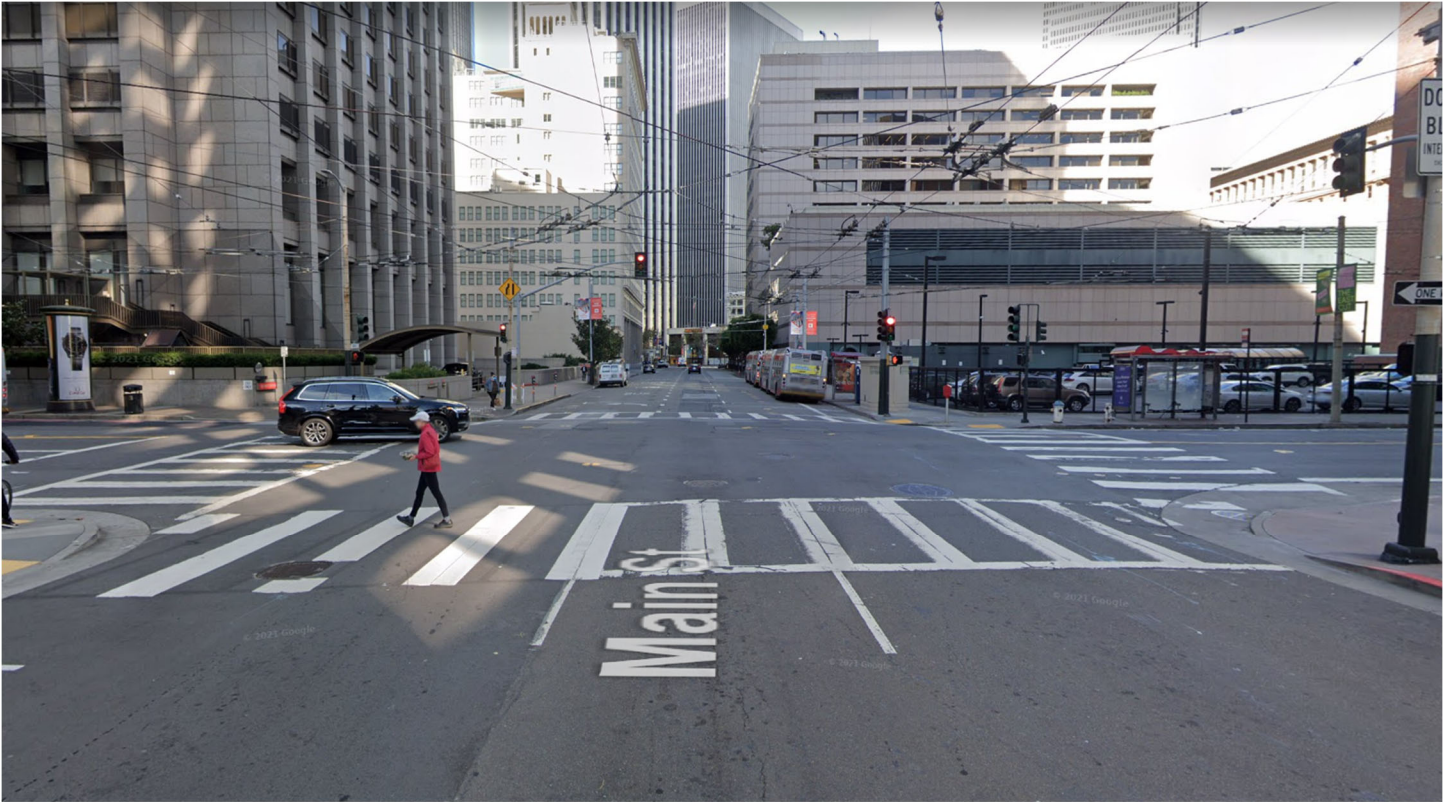


Main Street, midblock between Howard Street and Mission Street, by future Natoma Street, looking north





Main Street at Mission Street, looking north



Main Street, midblock between Mission Street and Market Street, by loading dock/parking lot driveways, looking north





Expanded in-person over the counter services are now available at the Permit Center. [Find more information on our services here.](#)



## South Downtown Design + Activation (Soda)

The project seeks to develop a comprehensive vision for the design, implementation and stewardship of the public spaces within San Francisco's South Downtown (composed of the Transbay and Rincon Hill Planning areas), and in doing so, create implementable designs that foster vibrant streets and open spaces, support high performing transit operations, and encourage active transportation choices for the people who live, work and visit the district.

[About](#) [Timeline](#) [Event Materials](#) [Gallery](#) [Contact](#)

### Implementation Update 7/6/2020

#### Minna-Natoma Art Corridor Conceptual Design and Curatorial Vision

As part of the larger South Downtown Design and Activation Plan (detailed below), Minna and Natoma Streets have been identified as key pedestrian connections, particularly the segments of Minna and Natoma that link the Transit Center and the Yerba Buena Gardens. In recognition of these streets' potential, the City has collaborated with the SFMOMA and the Yerba Community Benefits District to form the **Minna-Natoma Art Corridor Project**.

The project will transform four blocks of Minna and Natoma Streets into a vibrant pedestrian connections with art deeply integrated into the streetscape and private property sites along the corridor.

Throughout 2019, the project team worked with neighborhood stakeholders to understand challenges and opportunities along these key corridors. Based on this input, the project team developed a curatorial vision and conceptual streetscape designs for the four-block corridor. The vision and draft streetscape designs were presented at a virtual stakeholder workshop on June 23, 2020.

- [Click here to view the videos of the presentations and conceptual street designs.](#)
- [Click here to complete a feedback form sharing input on the presentation.](#) Our team is happy to schedule follow-up conversations as appropriate.

This plan will be co-authored by [The East Cut Community Benefit District](#) (CBD). By collaborating with the CBD, the city will be in close contact with the neighborhood needs and desires from this planning effort. Consolidating our efforts will lead to quicker outcomes and a more cohesive strategy for the neighborhood

The South Downtown Design and Activation Plan will provide a framework for designing, implementing and managing the public realm in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill. The plan area covers a quadrant of roughly 30 blocks of the city bounded by Market Street, The Embarcadero, Bryant Street and 2nd Street.

Fifteen years ago, much of the district was characterized by surface parking lots and light industrial land uses. Today, the district is experiencing a wave of development by both public sector actors. This development reflects the legacy of roughly fifteen years of city planning efforts for the district.

The construction of the Transbay Transit Center will greatly improve access to Downtown, especially from the East Bay while a wave of new residential and commercial high-rises (over 20 at last count) will, in addition to permanently altering the city's skyline, dramatically increase the volume of people living, working and visiting the area.

This plan will be co-authored by [The East Cut Community Benefit District](#) (CBD). By collaborating with the CBD, the city will be in close contact with the neighborhood needs and desires from this planning effort. Consolidating our efforts will lead to quicker outcomes and a more cohesive strategy for the neighborhood.

# Finalizing the Soda Plan

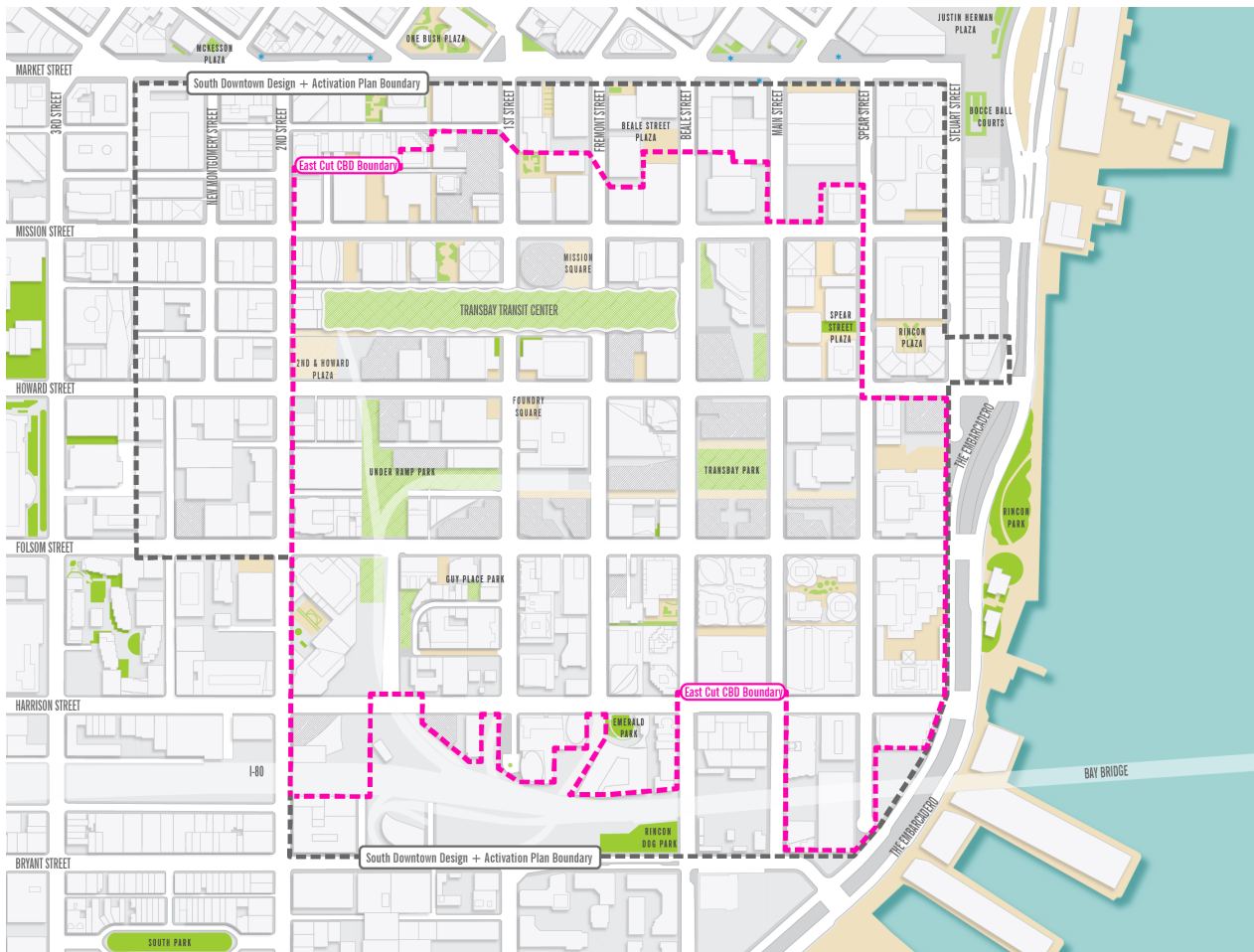
The Soda team hosted two large community open houses in May 2019. These open houses mark the final major outreach events of the Soda planning process. Moving forward, outreach efforts will shift from district-level planning to implement specific streetscape corridor projects within the South Downtown, such as the Minna-Natoma Art Corridor project discussed above.

The May 2019 open houses included content on a broad range of issues related to streets and open space that were generated through the planning process and will be included in final Soda Plan.

The open houses included content on:

- **Streetscape Prioritization** – revenue generated by property taxes and developments impact fees within the plan area to improve streets in the neighborhood.
- **Walk, Bike and Transit Networks** for the South Downtown, including new transit service in Rincon Hill and proposed protected bikeways (cycle tracks) on Beale and Howard Streets.
- **Conceptual Streetscape Designs** for future sidewalk widenings in the South Downtown; and
- **Design concepts** for a potential new public open space underneath the Bay Bridge at the foot of Spear Street.
- [Click here to learn more](#) about these and other Soda Plan outcomes presented at the May 2019 Open House!

## Plan Area



[Click here to enlarge map](#)

TOP OF PAGE



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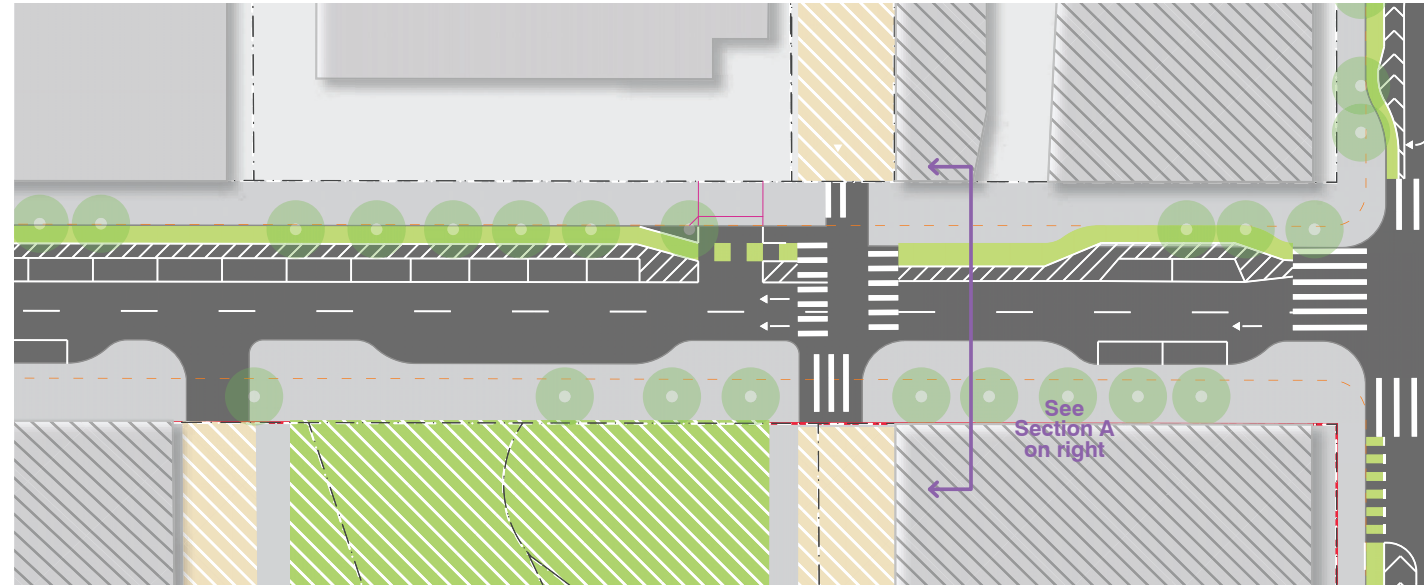
## Main Street: Soda proposal overview

Previous planning efforts proposed that Main Street would receive "Living Street" improvements – a very wide sidewalk on one side of the street that functions as public open space, and a northbound bike lane.

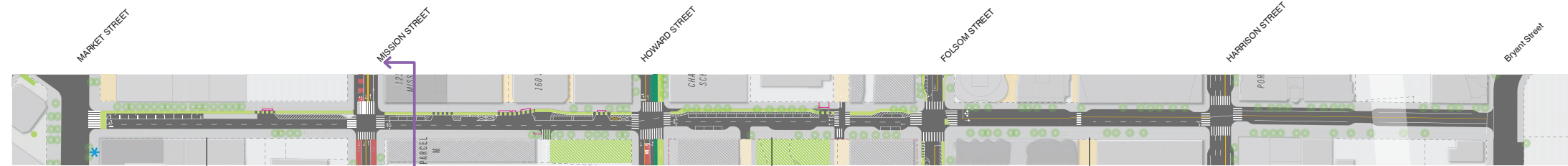
The Soda plan proposes keeping the Living Street on the west side of Main Street, and upgrading the previously proposed bike lane to a protected bikeway (cycle track).

**Bryant to Folsom.** No Change from Rincon Hill Streetscape Plan except that the City should install a mid-block bulbout fronting the historic loading dock that pinches the sidewalk at 350 Main street between Folsom and Harrison.

**Folsom to Market.** Same as TCDP 2012, except upgrading the 1-way bike lane to a 1-way protected bike lane. This will necessitate a slight reduction of the Living Street Sidewalk. Loading bays on the west side of the street would replace the proposed westside parking/loading lane.



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



Existing bus stops, driveways and on-street loading zones pose design challenges for building a cycle track on Main Street

See Section B on right

Sidewalks on this block will be built by private developers and the Transbay Park project. The City is working to ensure that sidewalk designs are coordinated

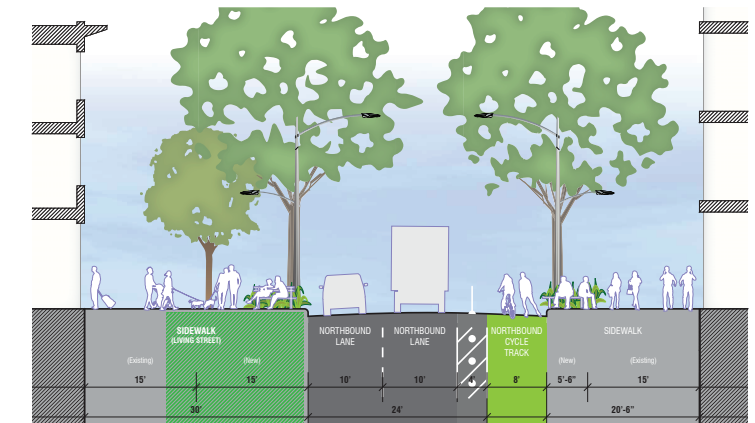
Sidewalks on this block are completed and were built by the Lumina project in Rincon Hill

## Timeline

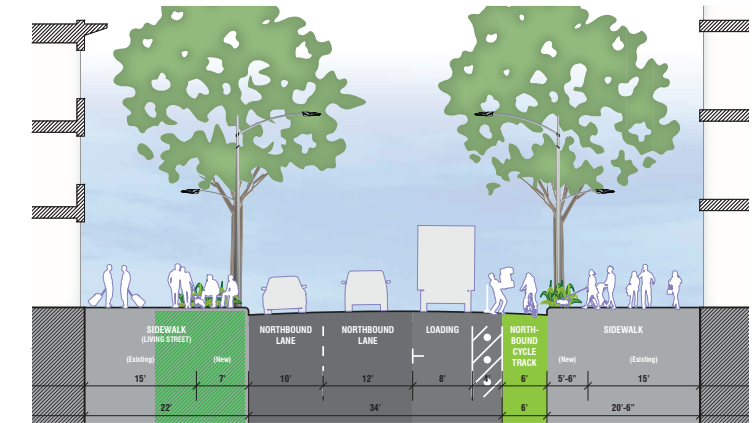
Infill Blocks

## Phase E

## Streetscape Priorities



Section A: Looking North



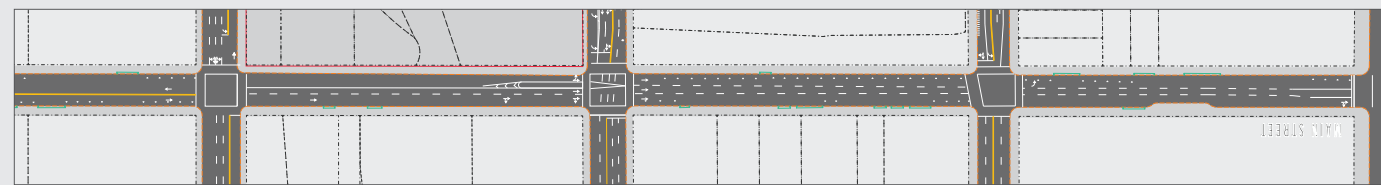
Section B: Looking North

## Main Street: Existing Conditions

**Bryant to Folsom.** 2-way, 2-lane street. The parking lane approaching Bryant Street converts to an additional traffic lane during the evening commute. Per the Rincon Hill Streetscape Plan, the westside sidewalk has been widened and functions as Living Street (wide sidewalk that functions as a linear park).

**Folsom to Howard.** NB 1-way, 2 general purpose lanes and 1 bus-only lane serving the Temporary Transbay Terminal.

**Howard to Market.** NB1-way, 3-lane street

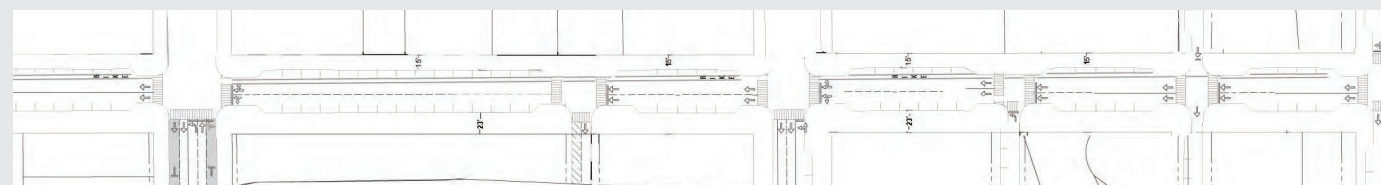


Detail of existing conditions

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

**Bryant to Folsom.** No Change - 2-way, 2-lane street with Living Street treatment on the west side sidewalk.

**Folsom to Market.** NB1-way, 2-lane street with an east-side bike lane and parking on both sides. The westside sidewalk to be widened to as a Living Street (very wide sidewalk that functions as a linear park).

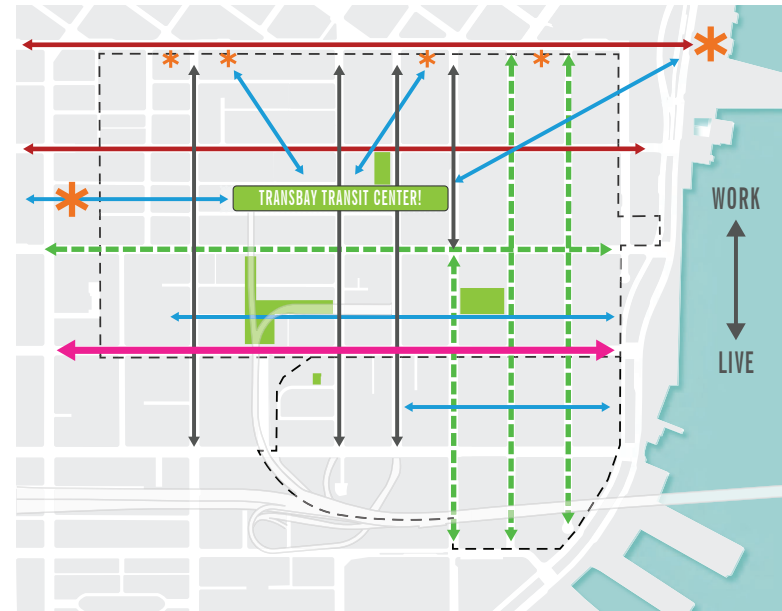


Detail of TCDP plan

## Comments and suggestions

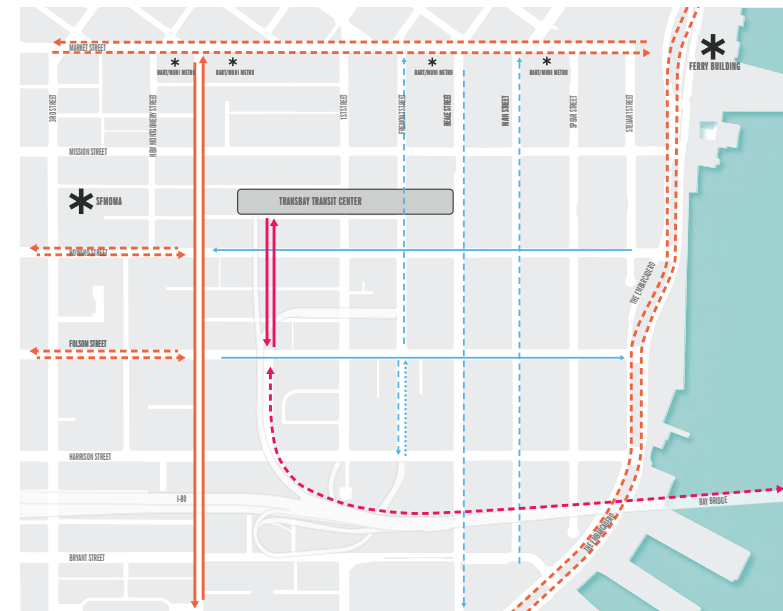


**PARTI**



- 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

**BIKE TCDP 2012**



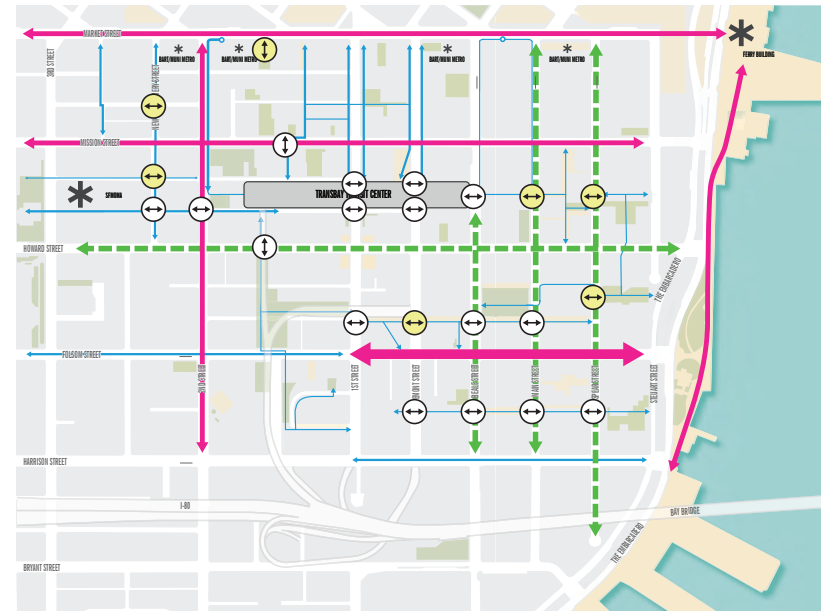
- 2012 TCDP Bike Proposal**
- 1-way Bike lanes on Folsom Howard, Fremont, Main and Beale
  - Off-street bike path through under-ram park connecting to the Transit Center connecting to future Bay Bridge bike path

**BIKE SODA**



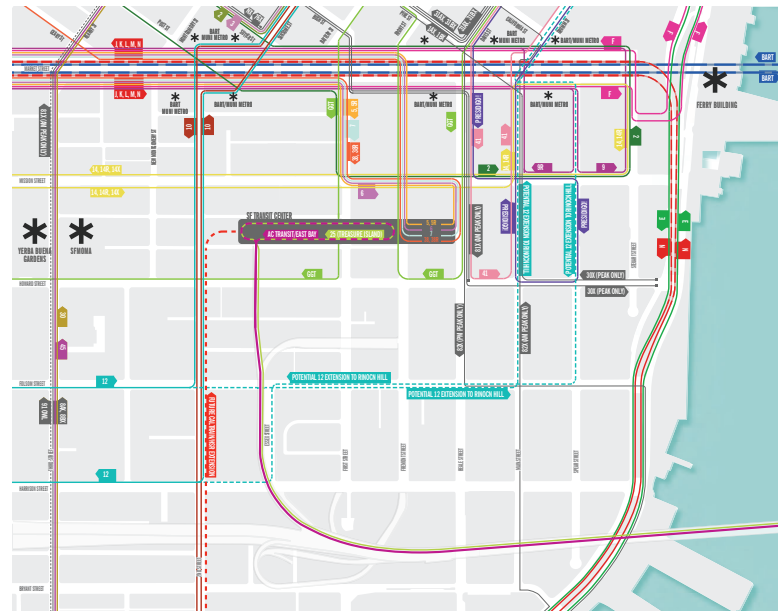
- Soda Bike Proposal**
- 2-way protected bikeways on Howard, Folsom and Beale
  - 1-way protected bikeway on Main
  - Add climbing lane on Fremont between Folsom and Harrison for better access to Rincon Hill
  - Off-street bike path through under-ram park connecting to the Transit Center connecting to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

**WALK**

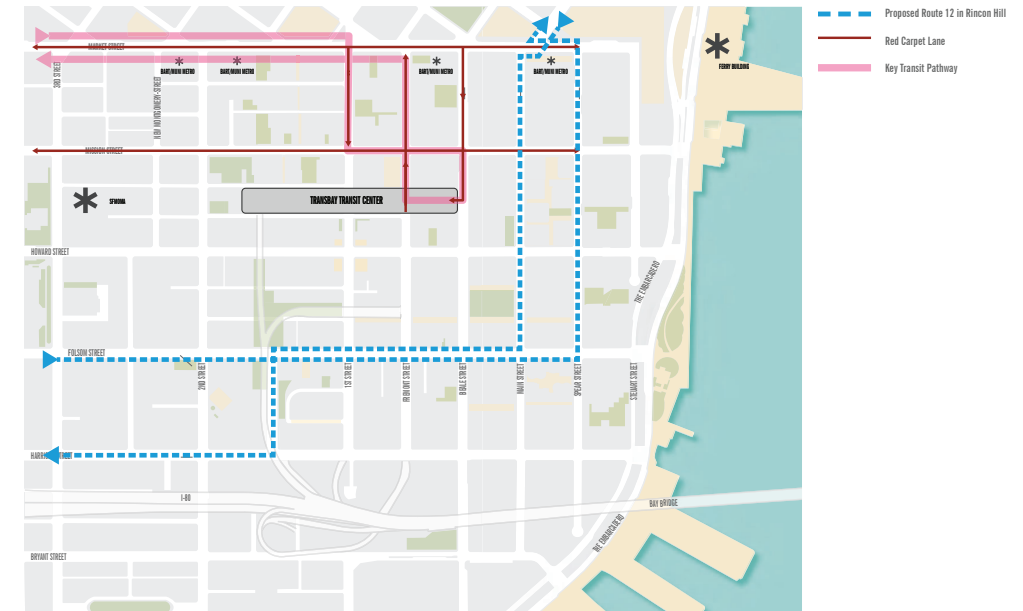


- Walking Network**
- Use mid-block crossings to create informal walking networks
  - Build wide sidewalks and bulbouts on all streets where space allows
  - Incorporate greening, especially on Living Streets (Howard, Beale, Main and Spear)
  - Connect transit on Market Street with the transit center

**TRANSIT**

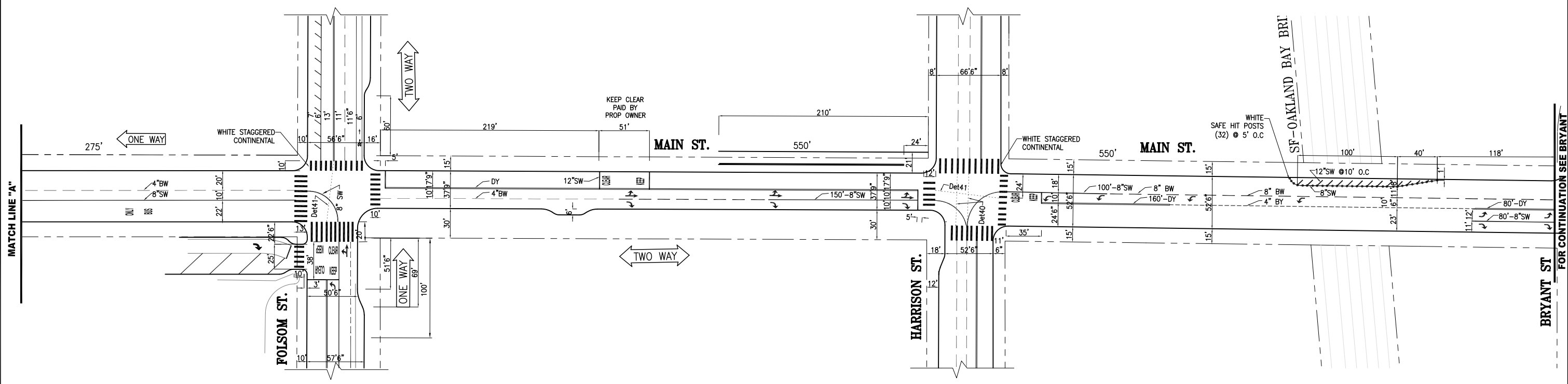
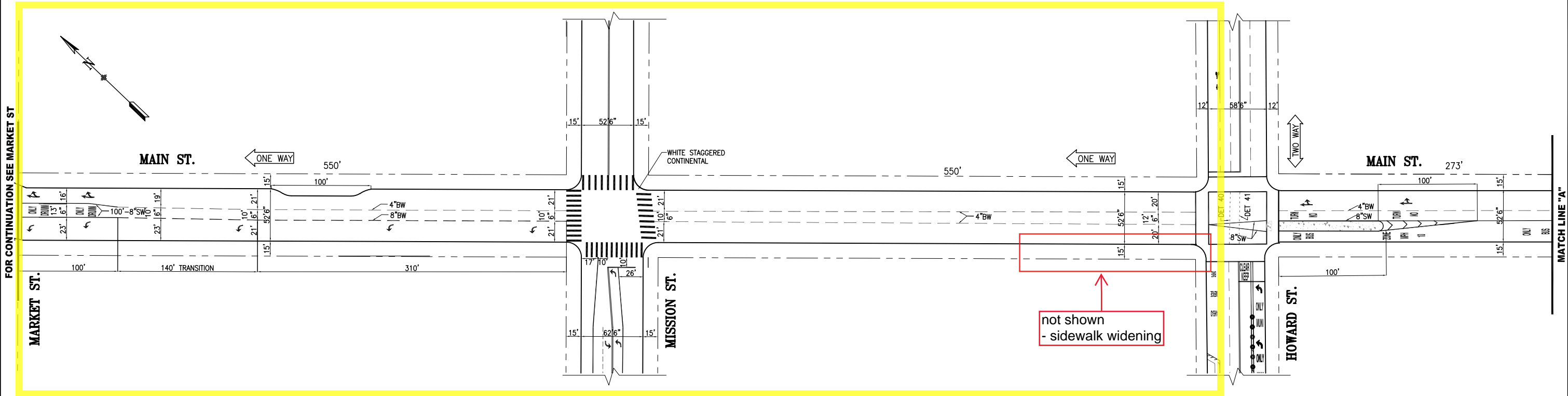


- Soda Transit System**
- This map shows all of the Muni service in the Soda plan area. Routes are shown by location and not frequency.
  - The dashed line shows where route 12 will be routed in Rincon Hill
  - The Key Transit Pathway that buses use to access the Salesforce Transit Center (EB Market 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.



- 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

Latest Main St STR



NO.	DATE	DESCRIPTION	BY	APP
1	05/18/18	MODIFIED STRIPING TO ACCOMM. NEW SIDEWALK WIDTH BTW FOLSOM/HARRISON	S. BROADY	N. WONG
2	07/30/16	CONSTRUCTION DIVERSION ON HOWARD	S. BROADY	B. DUSSEAULT
3	09/18/16	AT MISSION: ADDED STAGGERED CONTINENTALS, UPDATED ADV LL	K.M. LEUNG	B. DUSSEAULT
4	01/28/16	EXTEND 8" SW TO BRYANT; 8" SW, HATCHINGS, DELINEATORS @ BAY BRIDGE FOOTINGS	T. ABDALLAH	B. WOO
5	10/02/13	UPDATED PER FIELD AT MAIN: STAGGER XW/LK/ADV LL/DET40. CLARIFY LANE WIDTHS	D. YOUNG	B. WOO
6	02/26/13	ADDED BUS ONLY LANE	C. HUI	DA

TABLE OF REVISIONS  
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



DRAWN:		DATE:		APPROVED		SCALE:	
T. ABDALLAH	2002	THOMAS P FOLKS	2002	SENIOR ENGINEER	DATE:	1" = 50'	
CHECKED:	DATE:	BOND M. YEE	2002	CITY TRAFFIC ENGINEER	DATE:		
R. OLEA	2002						

CONTRACT NO.	
DRAWING NO.	STR-7615
FILE NO.	
REV. NO.	13

TRAFFIC STRIPING

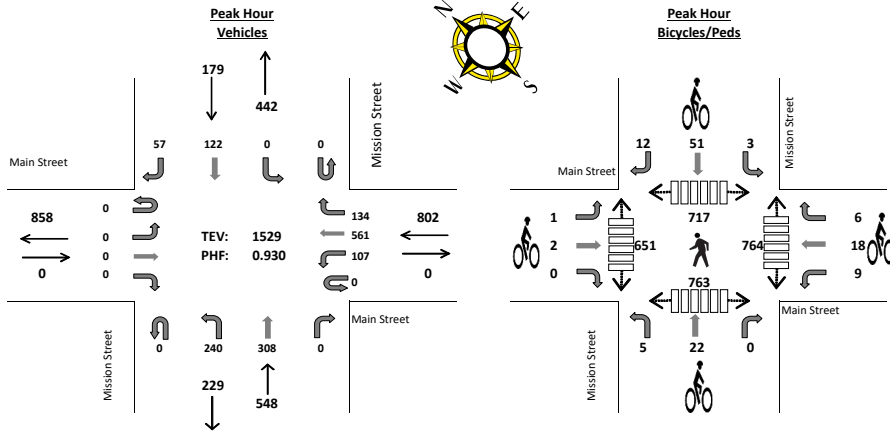
MAIN STREET  
MARKET STREET TO BRYANT STREET

Location: San Francisco  
 NE/SW: Mission Street  
 SE/NW: Main 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				Main Street Southeastbound				Main Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
7:00 AM	0	33	59	0	0	0	16	9	0	0	0	0	0	16	73	34	240
7:15 AM	0	39	48	0	0	0	18	6	0	0	0	0	0	22	88	24	245
7:30 AM	0	42	67	0	1	0	22	17	0	0	0	0	0	28	109	29	315
7:45 AM	0	65	77	0	0	0	25	19	0	0	0	0	0	23	110	27	346
8:00 AM	0	45	67	0	0	0	23	17	0	0	0	0	0	30	132	31	345
8:15 AM	0	66	80	0	0	0	28	13	0	0	0	0	0	26	126	26	365
8:30 AM	0	70	80	0	0	0	35	12	0	0	0	0	0	25	152	37	411
8:45 AM	0	59	81	0	0	0	36	15	0	0	0	0	0	26	151	40	408
TOTAL VOLUMES:	0	419	559	0	1	0	203	108	0	0	0	0	0	196	941	248	2674

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	240	308	0	0	0	122	57	0	0	0	0	0	107	561	134	1529

PEAK HR FACTOR:	0.913				0.877				0.000				0.924				0.930
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**Bicycle Counts**

	Mission Street Northeastbound			Mission Street Southwestbound			Main Street Southeastbound			Main Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
7:00 AM	0	1	0	0	3	2	0	0	0	0	2	0	8
7:15 AM	1	0	0	0	3	2	0	0	0	2	4	0	12
7:30 AM	0	3	0	1	10	2	0	0	0	1	1	0	17
7:45 AM	0	4	0	0	9	2	0	0	0	1	0	1	17
8:00 AM	2	8	0	0	5	3	0	0	0	3	2	0	23
8:15 AM	0	3	0	0	12	4	0	0	0	2	6	0	27
8:30 AM	1	5	0	1	15	2	0	0	0	0	9	2	35
8:45 AM	2	6	0	2	19	3	1	2	0	4	1	4	44
TOTAL VOL:	6	30	0	4	76	20	1	2	0	13	25	7	184

PEAK VOL:	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	TOTAL
	5	22	0	3	51	12	1	2	0	9	18	6	129

**Pedestrian Counts**

	Mission Street Northeast Leg	Mission Street Southwest Leg	Main Street Southeast Leg	Main Street Northwest Leg	TOTAL
7:00 AM	71	63	44	41	219
7:15 AM	78	81	79	48	286
7:30 AM	109	117	111	85	422
7:45 AM	157	107	126	111	501
8:00 AM	183	163	152	152	650
8:15 AM	171	161	178	175	685
8:30 AM	153	212	204	140	709
8:45 AM	210	227	230	184	851
TOTAL VOL:	1132	1131	1124	936	4323

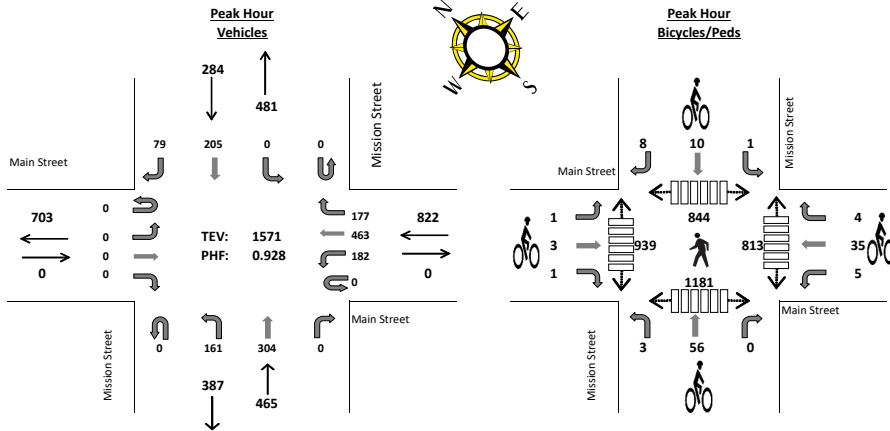
PEAK VOL:	717	763	764	651	2895
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Location: San Francisco  
 NE/SW: Mission Street  
 SE/NW: Main Street

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				Main Street Southeastbound				Main Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
4:00 PM	0	28	72	0	0	0	39	19	0	0	0	0	0	34	82	25	299
4:15 PM	0	39	78	0	0	0	42	25	0	0	0	0	0	37	87	31	339
4:30 PM	0	38	72	0	0	0	36	19	0	0	0	0	0	40	80	38	323
4:45 PM	0	41	73	0	0	0	42	16	0	0	0	0	0	42	100	36	350
5:00 PM	0	37	75	0	0	0	44	20	0	0	0	0	0	43	113	38	370
5:15 PM	0	43	72	0	0	0	45	19	0	0	0	0	0	43	114	47	383
5:30 PM	0	42	79	0	0	0	56	27	0	0	0	0	0	49	128	42	423
5:45 PM	1	39	78	0	0	0	60	13	0	0	0	0	0	47	108	50	395
TOTAL VOLUMES:	0	307	599	0	0	0	364	158	0	0	0	0	0	335	812	307	2882

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
	0	161	304	0	0	0	205	79	0	0	0	0	0	182	463	177	1571
PEAK HR FACTOR:	0.961				0.855				0.000				0.938				0.928

**Bicycle Counts**

	Mission Street Northeastbound			Mission Street Southwestbound			Main Street Southeastbound			Main Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
4:00 PM	0	7	0	0	1	3	1	0	0	0	3	0	15
4:15 PM	0	13	0	0	5	0	0	0	0	0	3	0	21
4:30 PM	0	7	0	0	1	0	1	0	0	0	4	2	15
4:45 PM	0	22	0	0	2	0	0	1	0	0	8	1	34
5:00 PM	0	14	0	0	2	2	1	1	0	0	6	2	28
5:15 PM	2	16	0	0	3	1	0	0	0	2	6	0	30
5:30 PM	0	19	0	1	4	3	0	0	0	0	13	1	41
5:45 PM	1	7	0	0	1	2	0	2	1	3	10	1	28
TOTAL VOL:	3	105	0	1	19	11	3	4	1	5	53	7	212
PEAK VOL:	3	56	0	1	10	8	1	3	1	5	35	4	127

**Pedestrian Counts**

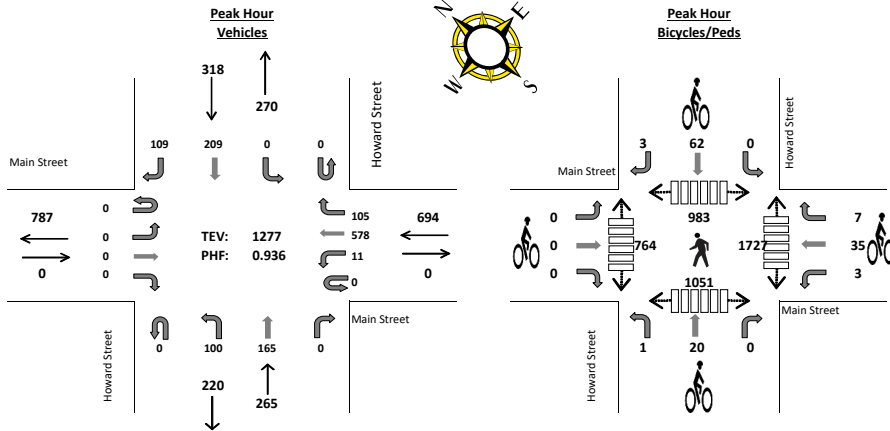
	Mission Street Northeast Leg	Mission Street Southwest Leg	Main Street Southeast Leg	Main Street Northwest Leg	TOTAL
4:00 PM	120	137	151	135	543
4:15 PM	113	145	150	145	553
4:30 PM	138	115	129	104	486
4:45 PM	130	168	132	131	561
5:00 PM	229	323	254	282	1088
5:15 PM	247	350	229	278	1104
5:30 PM	195	274	187	190	846
5:45 PM	173	234	143	189	739
TOTAL VOL:	1345	1746	1375	1454	5920
PEAK VOL:	844	1181	813	939	3777

Location: San Francisco  
NE/SW: Howard Street  
SE/NW: Main 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				Main Street Southeastbound				Main Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
7:00 AM	0	12	38	0	0	0	41	21	0	0	0	0	0	4	88	15	219
7:15 AM	0	16	32	0	0	0	41	27	0	0	0	0	0	2	77	19	214
7:30 AM	0	11	43	0	0	0	36	21	0	0	0	0	0	3	130	27	271
7:45 AM	0	16	57	0	0	0	44	32	0	0	0	0	0	2	116	22	289
8:00 AM	0	22	46	0	0	0	52	25	0	0	0	0	0	3	140	28	316
8:15 AM	0	29	39	0	0	0	41	31	0	0	0	0	0	3	128	20	291
8:30 AM	0	22	41	0	0	0	56	30	0	0	0	0	0	3	154	35	341
8:45 AM	0	27	39	0	0	0	60	23	0	0	0	0	0	2	156	22	329
TOTAL VOLUMES:	0	155	335	0	0	0	371	210	0	0	0	0	0	22	989	188	2270

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	100	165	0	0	0	209	109	0	0	0	0	0	11	578	105	1277

PEAK HR FACTOR:	0.974				0.924				0.000				0.904				0.936
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Bicycle Counts

	Howard Street Northeastbound			Howard Street Southwestbound			Main Street Southeastbound			Main Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
7:00 AM	1	0	0	0	8	1	0	1	0	0	2	0	13
7:15 AM	1	1	0	0	14	1	0	0	0	1	5	0	23
7:30 AM	1	2	0	0	12	0	0	0	0	0	0	1	16
7:45 AM	1	2	0	0	5	0	0	1	0	2	4	0	15
8:00 AM	0	4	0	0	7	0	0	0	0	3	2	0	16
8:15 AM	0	5	0	0	8	3	0	0	0	0	8	1	25
8:30 AM	1	7	0	0	20	0	0	0	0	0	12	4	44
8:45 AM	0	4	0	0	27	0	0	0	0	0	13	2	46
TOTAL VOL:	5	25	0	0	101	5	0	2	0	6	46	8	198

PEAK VOL:	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	TOTAL
	1	20	0	0	62	3	0	0	0	3	35	7	131

Pedestrian Counts

	Howard Street Northeast Leg	Howard Street Southwest Leg	Main Street Southeast Leg	Main Street Northwest Leg	TOTAL
7:00 AM	85	87	131	69	372
7:15 AM	112	111	193	93	509
7:30 AM	136	138	228	111	613
7:45 AM	200	197	264	155	816
8:00 AM	221	205	388	148	962
8:15 AM	249	233	466	181	1129
8:30 AM	263	329	443	234	1269
8:45 AM	250	284	430	201	1165
TOTAL VOL:	1516	1584	2543	1192	6835

PEAK VOL:	Northeast Leg	Southwest Leg	Southeast Leg	Northwest Leg	TOTAL
	983	1051	1727	764	4525

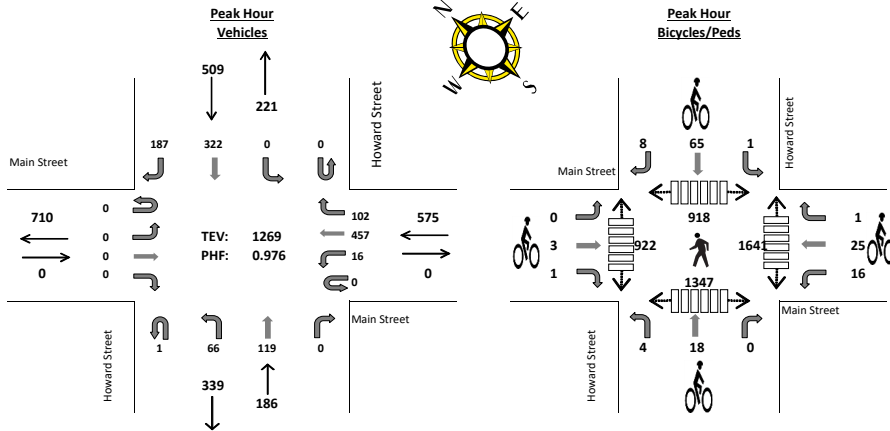


Location: San Francisco  
 NE/SW: Howard Street  
 SE/NW: Main Street

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**

	Howard Street Northeastbound				Howard Street Southwestbound				Main Street Southeastbound				Main Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
4:00 PM	0	15	42	0	0	0	79	31	0	0	0	0	0	2	82	19	270
4:15 PM	0	14	27	0	0	0	70	31	0	0	0	0	0	2	92	35	271
4:30 PM	0	19	23	0	0	0	77	37	0	0	0	0	0	1	87	41	285
4:45 PM	1	12	39	0	0	0	84	40	0	0	0	0	0	4	104	21	304
5:00 PM	0	18	26	0	0	0	75	43	0	0	0	0	0	3	119	25	309
5:15 PM	0	10	31	0	0	0	82	42	0	0	0	0	0	5	120	30	320
5:30 PM	0	16	28	0	0	0	87	52	0	0	0	0	0	4	112	26	325
5:45 PM	0	22	34	0	0	0	78	50	0	0	0	0	0	4	106	21	315
TOTAL VOLUMES:	0	126	250	0	0	0	632	326	0	0	0	0	0	25	822	218	2399

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	66	119	0	0	0	322	187	0	0	0	0	0	16	457	102	1269
PEAK HR FACTOR:	0.826				0.915				0.000				0.927				0.976

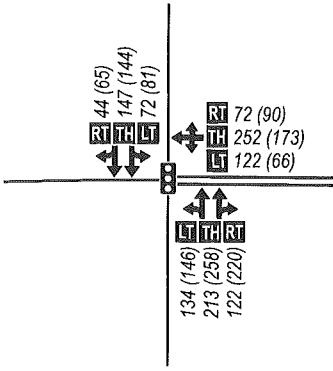
**Bicycle Counts**

	Howard Street Northeastbound			Howard Street Southwestbound			Main Street Southeastbound			Main Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
4:00 PM	0	1	0	0	6	0	0	0	0	0	5	0	12
4:15 PM	0	2	1	0	8	1	0	2	0	2	1	0	17
4:30 PM	1	5	0	0	5	4	0	0	0	2	2	3	22
4:45 PM	0	0	0	0	12	2	0	2	2	1	4	0	23
5:00 PM	1	5	0	0	7	3	0	1	0	6	7	0	30
5:15 PM	1	5	0	1	19	2	0	0	1	4	5	0	38
5:30 PM	0	5	0	0	22	1	0	1	0	4	7	1	41
5:45 PM	2	3	0	0	17	2	0	1	0	2	6	0	33
TOTAL VOL:	5	26	1	1	96	15	0	7	3	21	37	4	216
PEAK VOL:	4	18	0	1	65	8	0	3	1	16	25	1	142

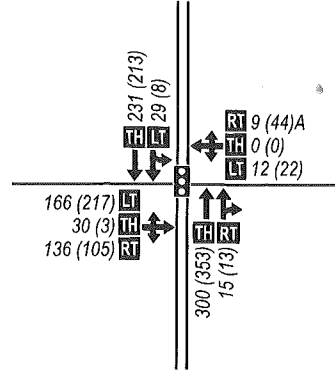
**Pedestrian Counts**

	Howard Street Northeast Leg	Howard Street Southwest Leg	Main Street Southeast Leg	Main Street Northwest Leg	TOTAL
4:00 PM	235	228	320	189	972
4:15 PM	220	304	332	164	1020
4:30 PM	215	267	405	189	1076
4:45 PM	204	324	380	212	1120
5:00 PM	283	411	580	287	1561
5:15 PM	213	340	381	275	1209
5:30 PM	232	333	363	238	1166
5:45 PM	190	263	317	122	892
TOTAL VOL:	1792	2470	3078	1676	9016
PEAK VOL:	918	1347	1641	922	4828

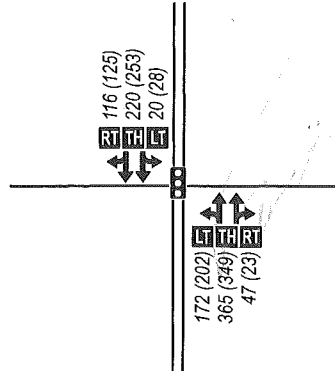
1. Drumm St. @ Washington St.



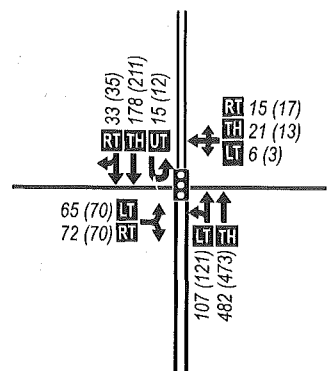
2. Clay St. @ Drumm St.



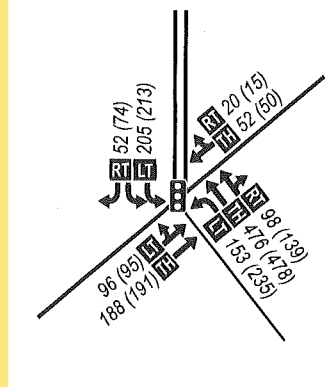
3. Sacramento St @ Drumm St.



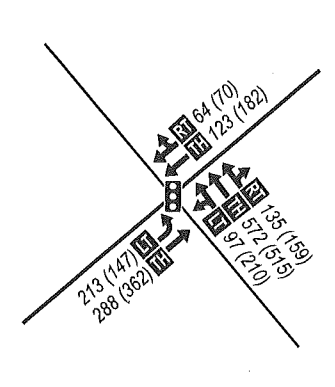
4. Drumm St. @ California St.



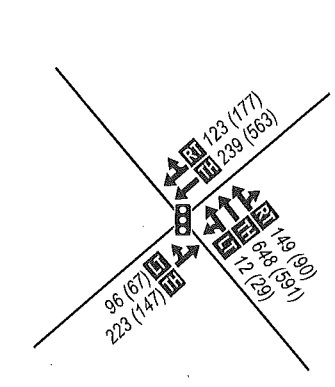
5. Main St. @ Market St.



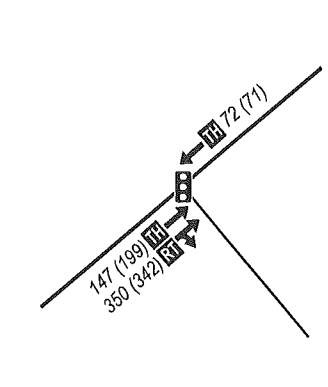
6. Main St. @ Mission St.



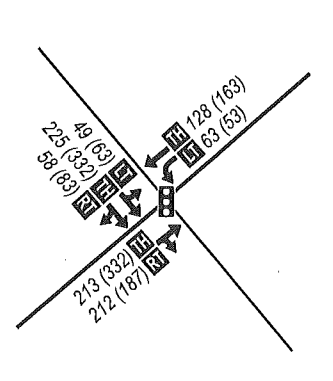
7. Main St. @ Howard St.



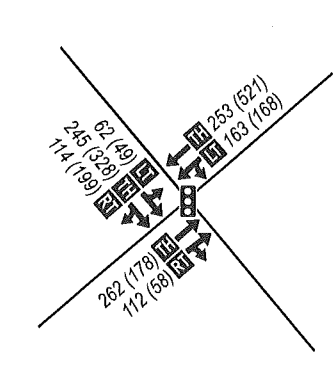
8. Spear St. @ Market St.



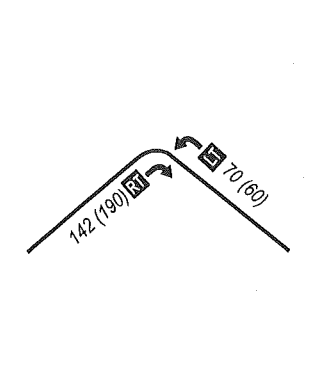
9. Spear St. @ Mission St.



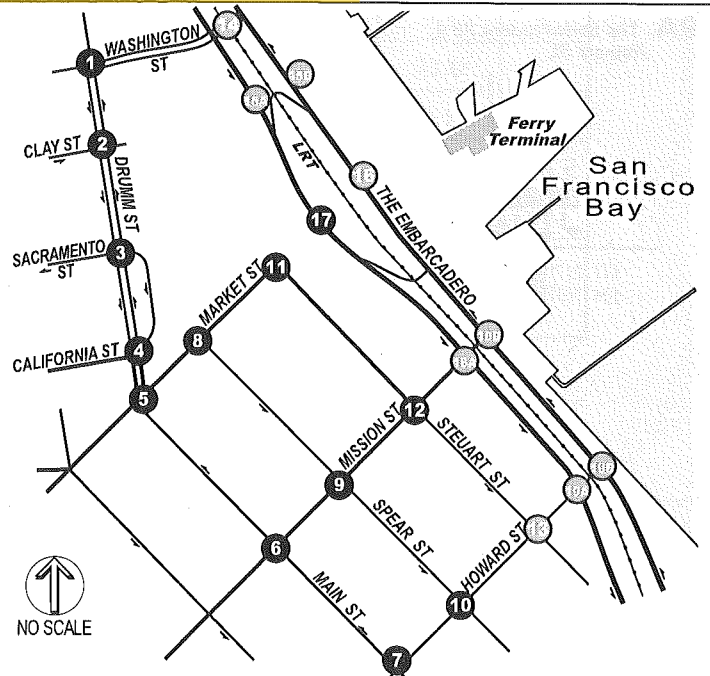
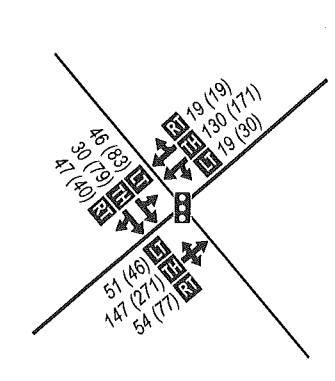
10. Spear St. @ Howard St.



11. Steuart St. @ Market St.



12. Steuart St. @ Mission St.



**LEGEND**

- ⊙ - Study Intersection (shown this page)
- ⊙ - Study Intersection (shown next page)
- ⬆ - Lane Configuration
- ⊞ - Stop Sign
- ⊞ - Traffic Signal
- AM (PM) - Peak Hour Traffic Volume
- ⊞ - Volume Turn Movement
- U-Turn • Left • Thru • Right

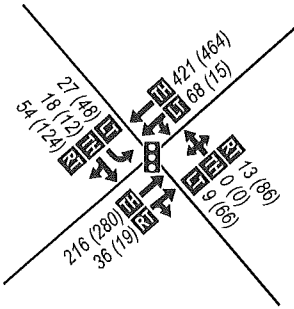
DKS Associates  
TRANSPORTATION SOLUTIONS

Figure 4a

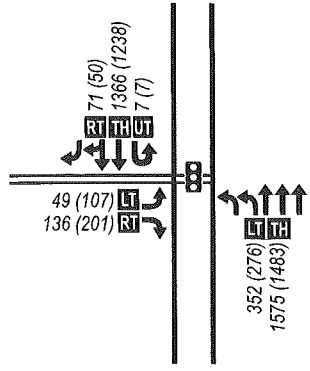
**EXISTING CONDITION  
PEAK HOUR TRAFFIC VOLUMES**

COUNTS COLLECTED 5/18+5/19, 2011

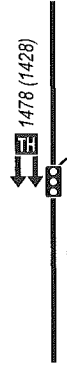
**13. Howard St. @ Stuart St.**



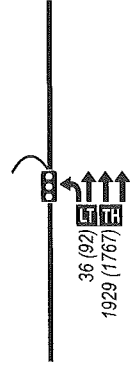
**14. The Embarcadero @ Washington St.**



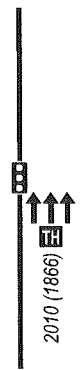
**15A. The Embarcadero SB Midblock Ferry Building**



**15B. The Embarcadero NB Midblock Ferry Building**



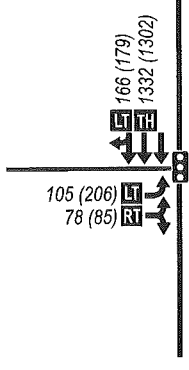
**16. Market St. @ The Embarcadero NB**



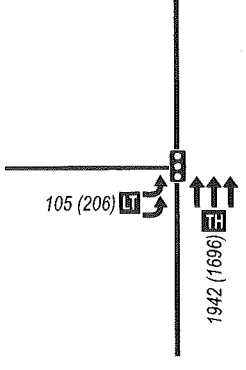
**17. Market St. @ The Embarcadero SB**



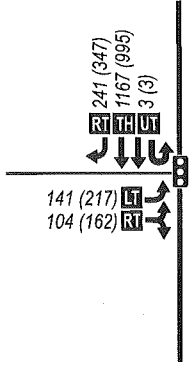
**18A. The Embarcadero SB @ Mission St.**



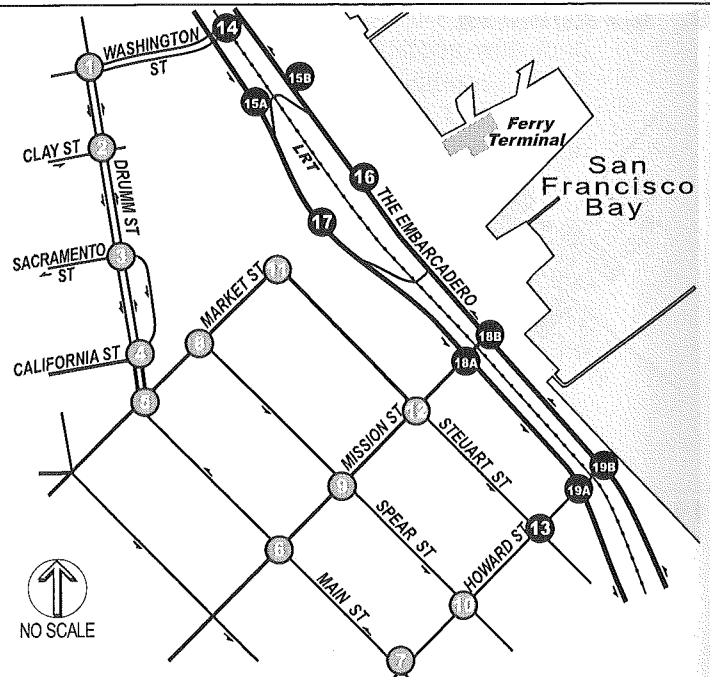
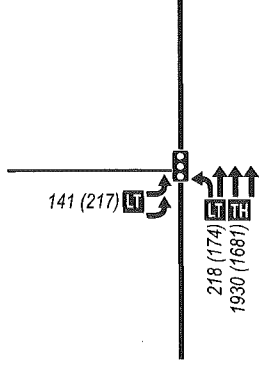
**18B. The Embarcadero NB @ Mission St.**



**19A. The Embarcadero SB @ Howard St.**



**19B. The Embarcadero NB @ Howard St.**



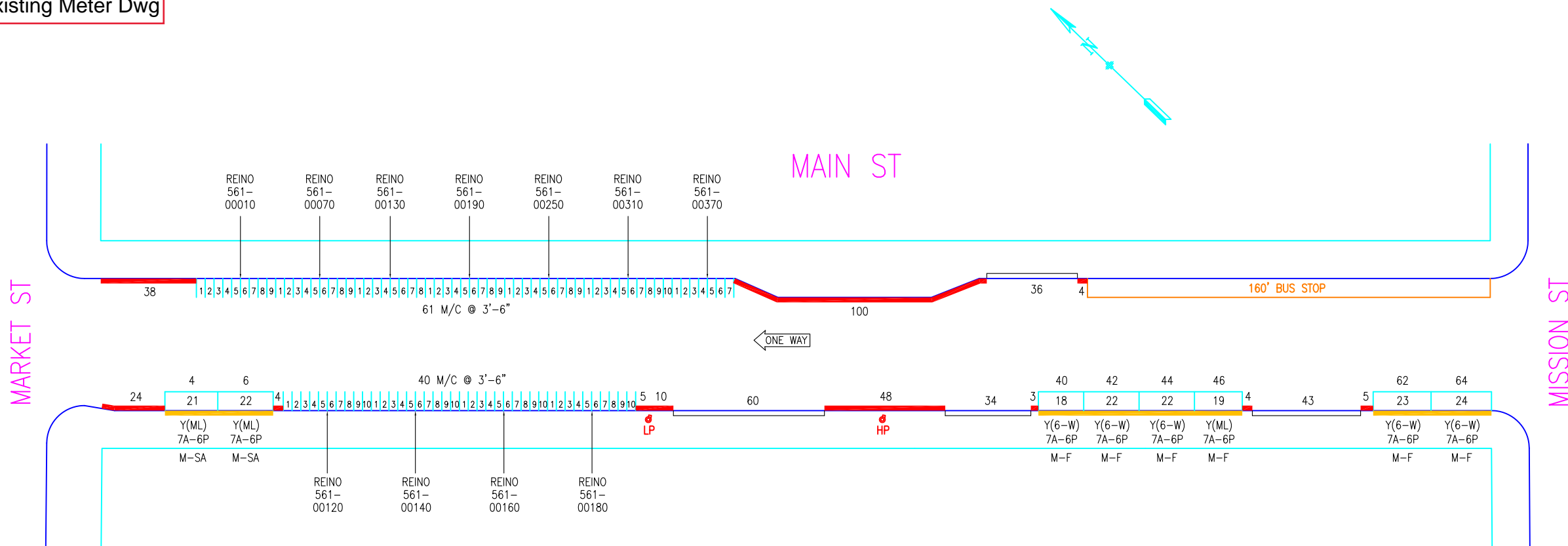
**LEGEND**

- ⊙ - Study Intersection (shown this page)
- ⊙ - Study Intersection (shown previous page)
- ← - Lane Configuration
- ⊞ - Stop Sign
- ⊞ - Traffic Signal
- AM (PM) - Peak Hour Traffic Volume
- UT LT TR RT - Volume Turn Movement
- U-Turn • Left • Thru • Right

**DKS Associates**  
TRANSPORTATION SOLUTIONS

**Figure 4b**  
**EXISTING CONDITION**  
**PEAK HOUR TRAFFIC VOLUMES**

Existing Meter Dwg



#	REVISION DESCRIPTION	BY	DATE	DIR/RES	3	Est.RZ,MOS ML#2,Est.6W on#62,64-W/S	JB	9/27/19
1	1 Hr. Time Limit, Even Side M/C	BW	12/27/06	3259				
2	UPDATED PER FIELD	JB	07/07/08					



**CITY AND COUNTY OF SAN FRANCISCO**  
**DEPARTMENT OF PARKING AND TRAFFIC**  
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD				7		61	7A-6P	M-SA									61	61
EVEN			9	4		40	7A-6P	M-SA	3		5				8		40	48

**MAIN ST. (MAN - 561)**  
**(UNIT) BLOCK**  
 METERS 561-00XXY

MARKET ST. TO MISSION ST.

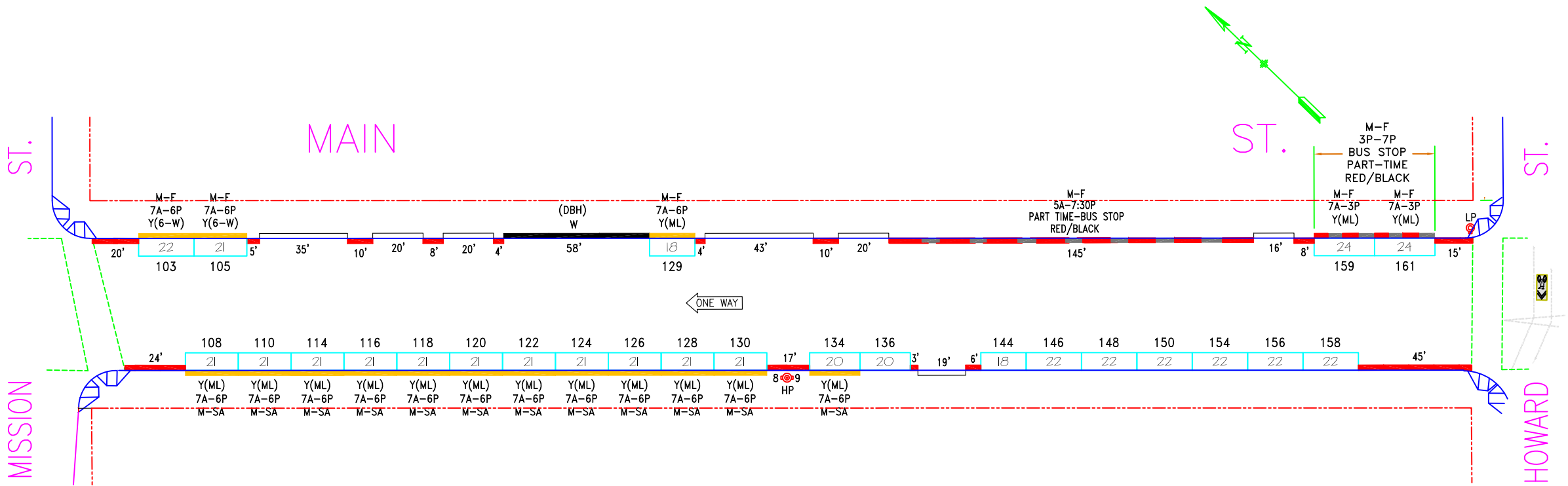
**AREA**  
**1**

SCALE: 1" = 50'

DATE: 6/21/05

BY: BW

Existing Meter Dwg



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	3	Per field: MOS#160,164 for RZ, W/S	JB	11/6/14
1	Establish PT-Bus Stop, E/S		6/26/07	3377	4	Est.PT-BusZone on ML#159,161-E/S	JB	9/14/17
2	Establish T/A, 3P-7P ex. buses-E/S	JB	9/24/13	13-190	5	Rescd.T/A,3P7P,MOS#101,Est.ML108-34	JB	9/7/21 210720.088


**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
**CITY AND COUNTY OF SAN FRANCISCO**  
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL			LOADING		METERED SPACES							TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	
ODD			5				7A-6P	M-SA	3		2			5			5
EVEN			20		20		7A-6P	M-SA						12	8		20

**MAIN ST. (MAN, 561)**  
**(100) BLOCK**  
 Meters # 561-01XXY  
**MISSION ST. TO HOWARD ST.**

**AREA 1**

SCALE: **1"=50'**      DATE: **9/24/13**      BY: **JB**



# TransBASE Internal Dashboard

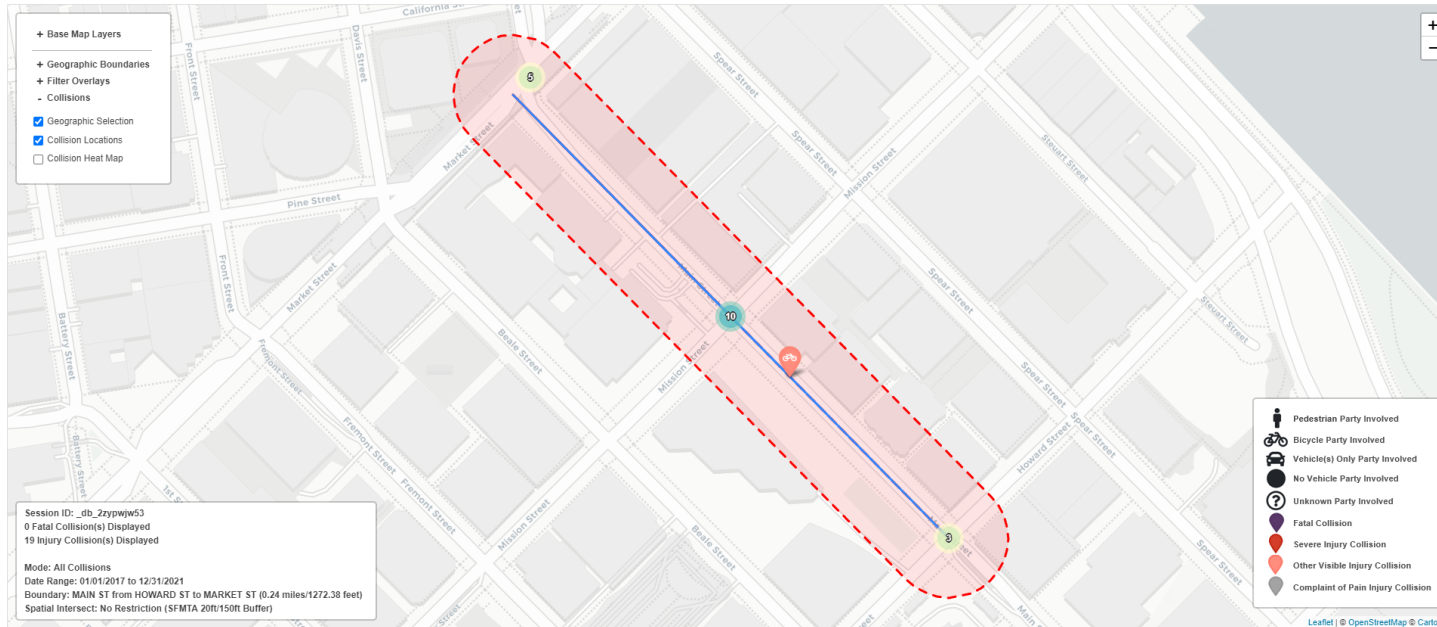
Geographic Extent: MAIN ST from HOWARD ST to MARKET ST (0.24 miles/1272.38 feet)

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

Data Range: 01/01/2017 to 12/31/2021

Pull Date: 3/22/2022

## Geographic Extent



### Transit Collisions (11/2015 to 11/2020)

Main/Howard: 21 (4 from buses that use Main)  
Main/Mission: 20 (11 from buses that use Main)  
Main/Market: 17 (4 from buses that use Main)  
Main/Drumm: 5 (0 from buses that use Main)

# TransBASE Internal Dashboard

Geographic Extent: MAIN ST from HOWARD ST to MARKET ST (0.24 miles/1272.38 feet)

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

Data Range: 01/01/2017 to 12/31/2021

Pull Date: 3/22/2022

## Collision/Party/Victim Table

Showing 1 to 19 of 19 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 19

Total Count of Fatal/Non-Fatal Injury Collisions: 19

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	Lighting
210446375	07/15/2021	04:34	Thursday	MARKET ST	DRUMM ST	0	Not Stated	Pedestrian	West	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(d)	Injury (Severe)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights
210207008	04/03/2021	17:32	Saturday	MARKET ST	DRUMM ST	0	Not Stated	Driver	East	Making Left Turn				CVC 22350	Injury (Other Visible)	Hit Object	Fixed Object	Clear	Daylight
190846900	11/08/2019	18:17	Friday	MAIN ST	MISSION ST	57	North	Bicyclist	North	Proceeding Straight				CVC Other than driver	Injury (Severe)	Not Stated	Other Object	Clear	Dark - Street Lights
190421223	06/11/2019	22:01	Tuesday	MISSION ST	MAIN ST	0	Not Stated	Driver	West	Proceeding Straight	Pedestrian	North	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights
190407580	06/06/2019	16:05	Thursday	MISSION ST	MAIN ST	0	Not Stated	Driver	North	Proceeding Straight	Pedestrian	East	Other	CVC Not Stated	Injury (Complaint of Pain)	Sideswipe	Pedestrian	Clear	Daylight
190367235	05/22/2019	21:30	Wednesday	MAIN ST	MISSION ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
190278767	04/19/2019	12:38	Friday	MARKET ST	DRUMM ST	0	Not Stated	Bicyclist	West	Proceeding Straight				CVC 22350	Injury (Severe)	Other	Fixed Object	Clear	Daylight
180959074	12/21/2018	07:12	Friday	HOWARD ST	MAIN ST	0	Not Stated	Driver	North	Making Right Turn	Other	West	Proceeding Straight	CVC 22107	Injury (Other Visible)	Sideswipe	Other Object	Cloudy	Daylight
180545833	07/22/2018	19:23	Sunday	MISSION ST	MAIN ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
180513818	07/11/2018	10:30	Wednesday	MAIN ST	MISSION ST	165	South	Driver	North	Stopped In Road	Bicyclist	North	Proceeding Straight	CVC 22517	Injury (Other Visible)	Sideswipe	Bicycle	Clear	Daylight
180387685	05/24/2018	17:36	Thursday	HOWARD ST	MAIN ST	0	Not Stated	Pedestrian	South	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Cloudy	Daylight
180195030	03/14/2018	17:25	Wednesday	HOWARD ST	MAIN ST	0	Not Stated	Bicyclist	South	Making Left Turn	Driver	East	Proceeding Straight	CVC 21801(a)	Injury (Severe)	Rear End	Bicycle	Clear	Daylight
180116478	02/12/2018	21:50	Monday	MISSION ST	MAIN ST	0	Not Stated	Driver	West	Making Left Turn	Pedestrian	North	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights

# TransBASE Internal Dashboard

Geographic Extent: MAIN ST from HOWARD ST to MARKET ST (0.24 miles/1272.38 feet)

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

Data Range: 01/01/2017 to 12/31/2021

Pull Date: 3/22/2022

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	Lighting
180064708	01/24/2018	19:50	Wednesday	MAIN ST	MISSION ST	14	North	Driver	North	Making Right Turn	Pedestrian	West	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Raining	Dark - Street Lights
170925950	11/13/2017	16:45	Monday	MAIN ST	MISSION ST	0	Not Stated	Driver	North	Making Left Turn	Pedestrian	West	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Raining	Dusk - Dawn
170926914	11/13/2017	23:56	Monday	MARKET ST	MAIN ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Making Left Turn	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
170631890	08/03/2017	18:04	Thursday	MISSION ST	MAIN ST	0	Not Stated	Driver	East	Making Right Turn	Bicyclist	East	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Bicycle	Clear	Daylight
170600118	07/23/2017	18:42	Sunday	MISSION ST	MAIN ST	0	Not Stated	Driver	Not Stated	Making Left Turn	Bicyclist	West	Proceeding Straight	CVC Unknown	Injury (Complaint of Pain)	Broadside	Bicycle	Clear	Daylight
170571268	07/14/2017	09:32	Friday	MARKET ST	MAIN ST	0	Not Stated	Pedestrian	West	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21950(b)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight

# TransBASE Internal Dashboard

*Geographic Extent: MAIN ST from HOWARD ST to MARKET ST (0.24 miles/1272.38 feet)*

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

*Data Range: 01/01/2017 to 12/31/2021*

*Pull Date: 3/22/2022*

## Metadata Information

### Collision Filters

Database Source: TransBASESF.org  
Database Pull Date: 3/22/2022  
Collision Level: Injury Collisions  
Boundary: MAIN ST from HOWARD ST to MARKET ST (0.24 miles/1272.38 feet)  
Collision Dates: 01/01/2017 to 12/31/2021  
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

### 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

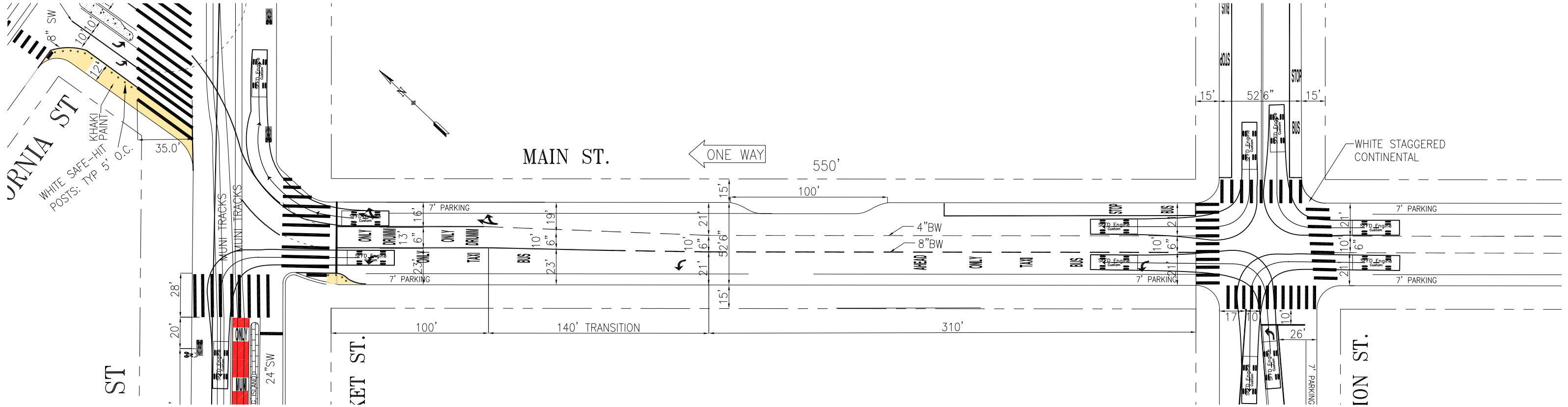
### Environmental Filters

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

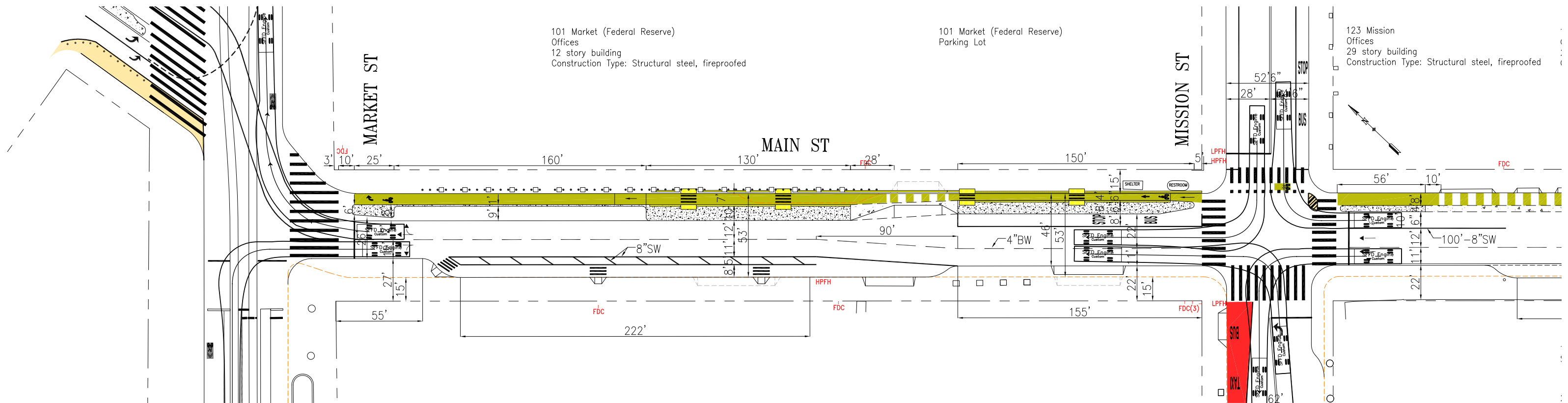
# SODA-MAIN STREET (MARKET ST TO MISSION ST) TURN TEMPLATES (SFFD ENGINE)

DRAFT  
4/13/22

## EXISTING



## PROPOSED



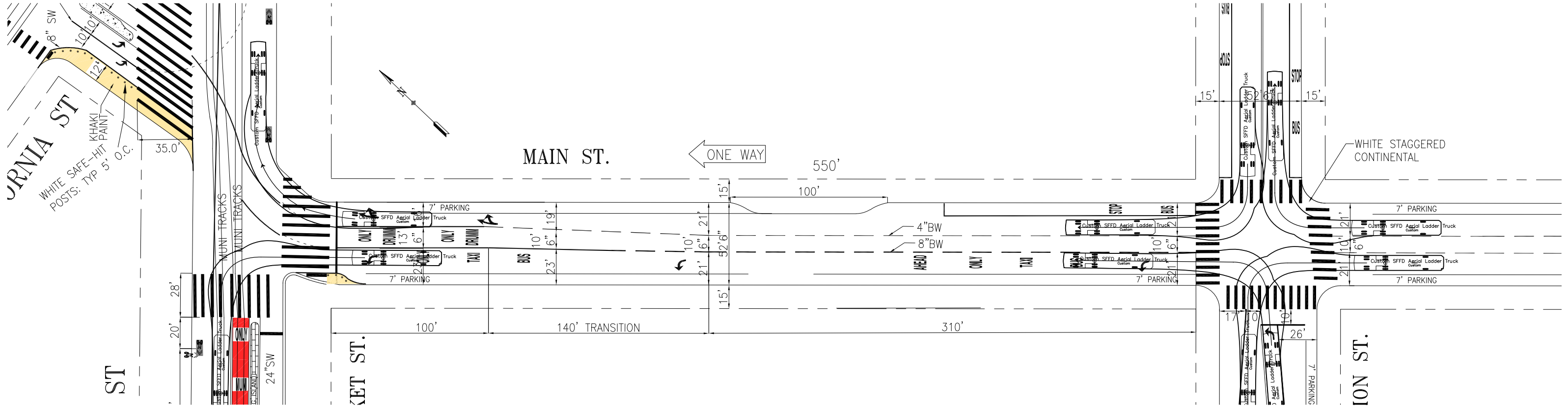
\*SIDE STREETS SUBJECT TO CHANGE



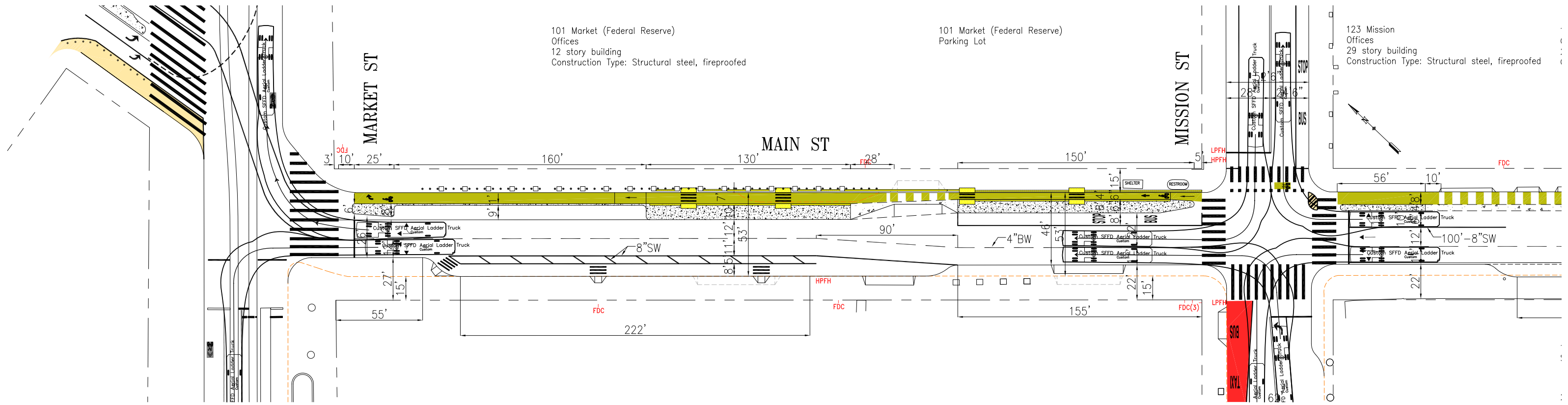
# SODA-MAIN STREET (MARKET ST TO MISSION ST) TURN TEMPLATES (SFFD LADDER)

DRAFT  
4/13/22

## EXISTING



## PROPOSED

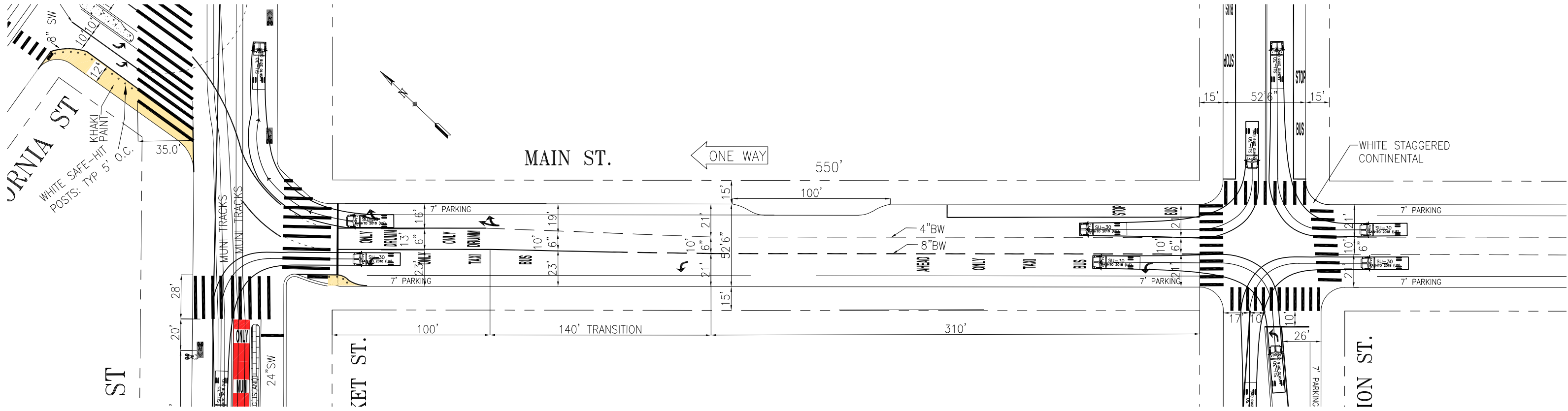


\*SIDE STREETS SUBJECT TO CHANGE

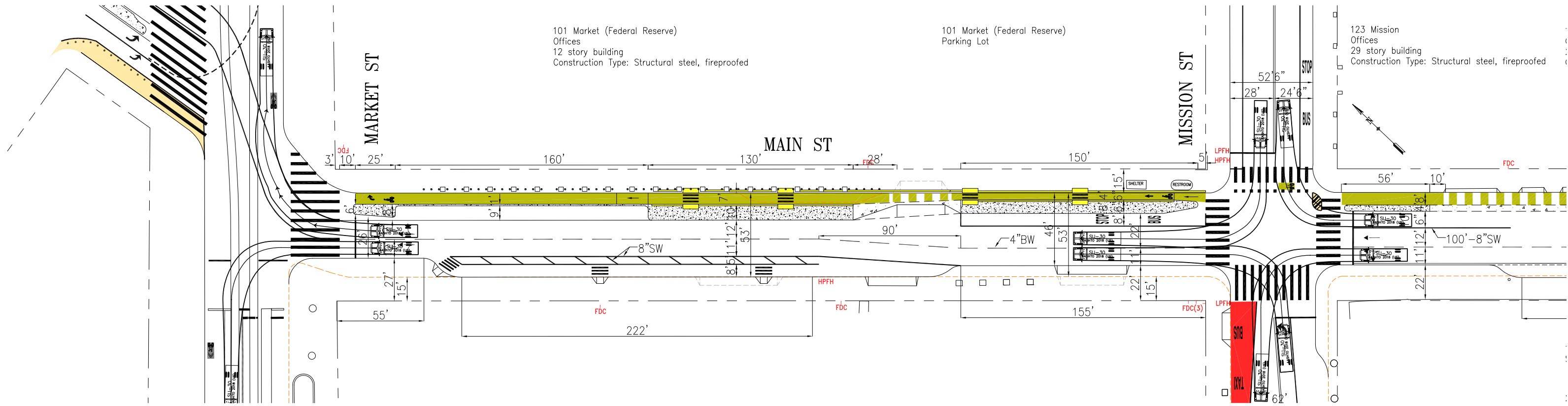
# SODA-MAIN STREET (MARKET ST TO MISSION ST) TURN TEMPLATES (SU30)

DRAFT  
4/13/22

## EXISTING



## PROPOSED

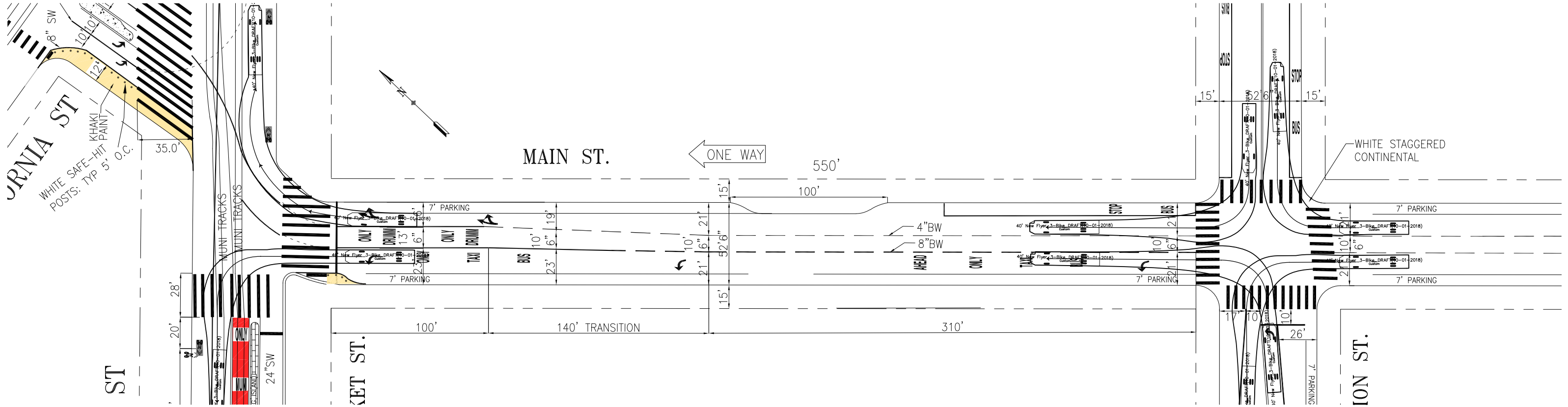


\*SIDE STREETS SUBJECT TO CHANGE

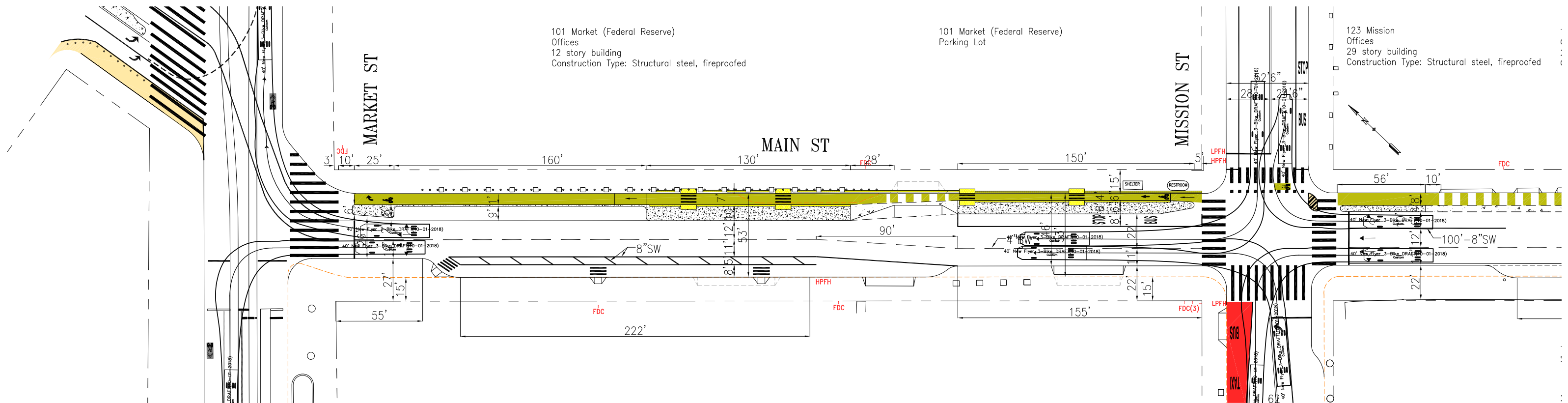
# SODA-MAIN STREET (MARKET ST TO MISSION ST) TURN TEMPLATES (NEW FLYER 40-FT)

DRAFT  
4/13/22

## EXISTING



## PROPOSED

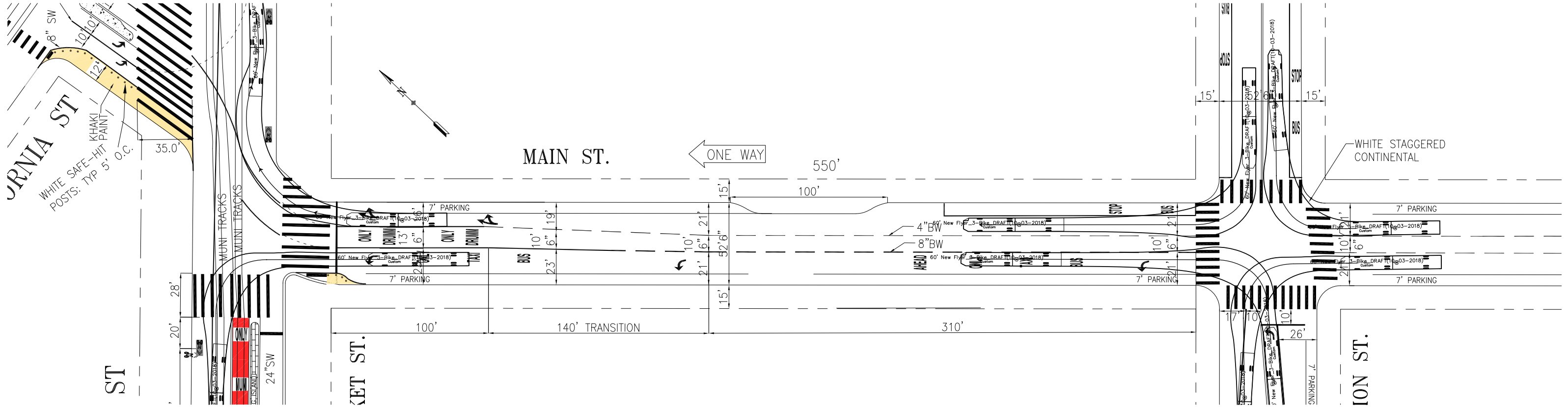


\*SIDE STREETS SUBJECT TO CHANGE

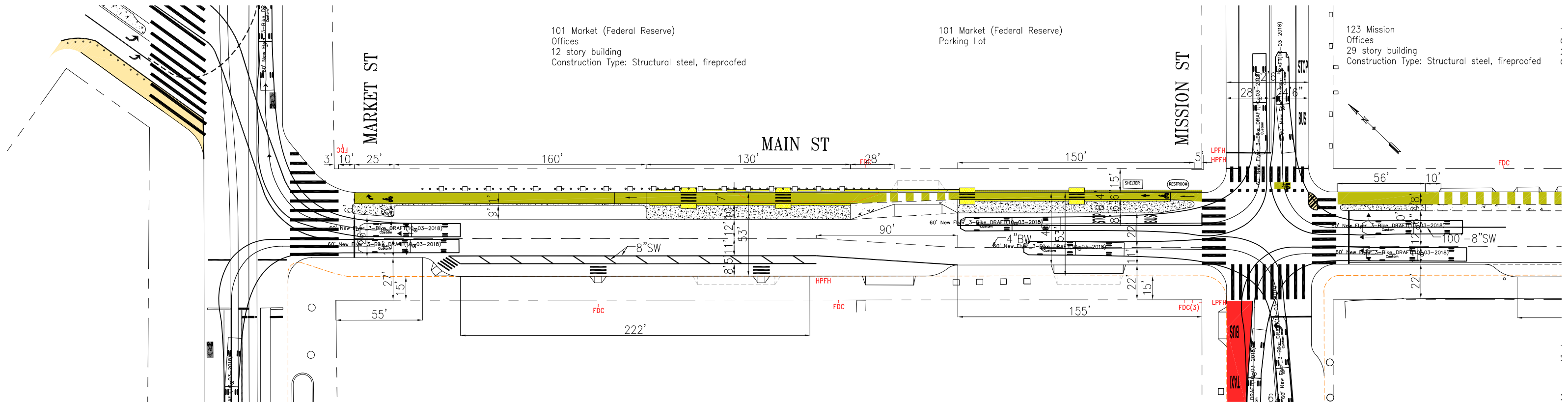
# SODA-MAIN STREET (MARKET ST TO MISSION ST) TURN TEMPLATES (NEW FLYER 60-FT)

DRAFT  
4/13/22

## EXISTING



## PROPOSED



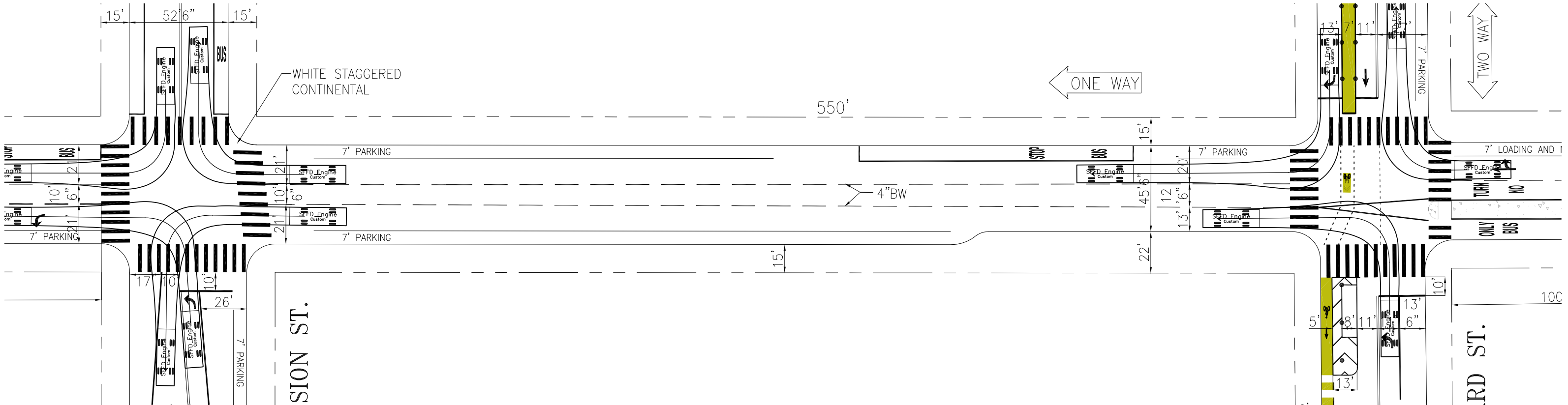
\*SIDE STREETS SUBJECT TO CHANGE



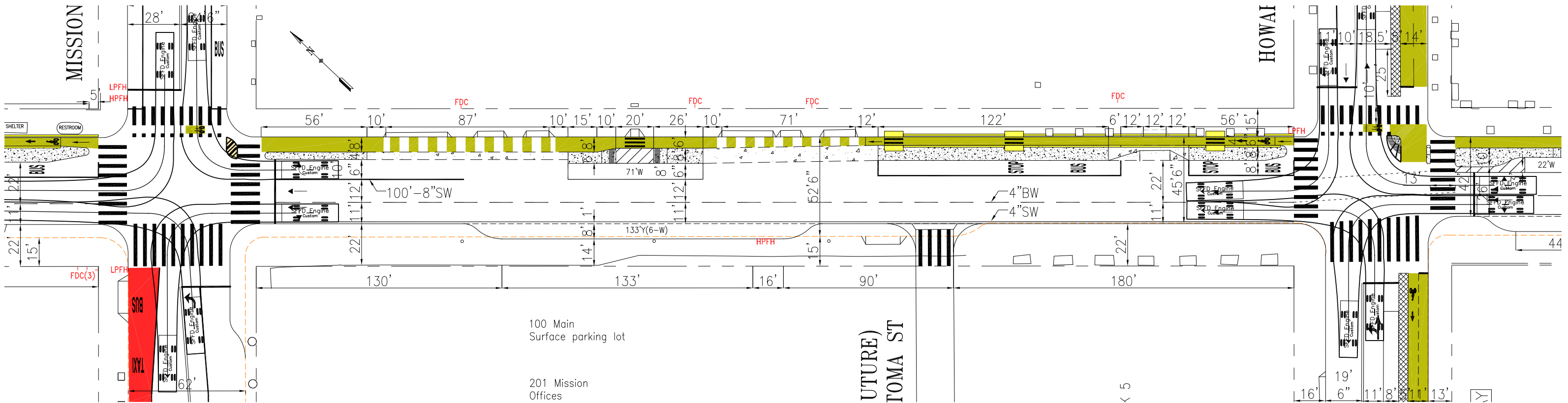
# SODA-MAIN STREET (MISSION ST TO HOWARD ST) TURN TEMPLATES (SFFD ENGINE)

DRAFT  
4/15/22

## EXISTING



## PROPOSED



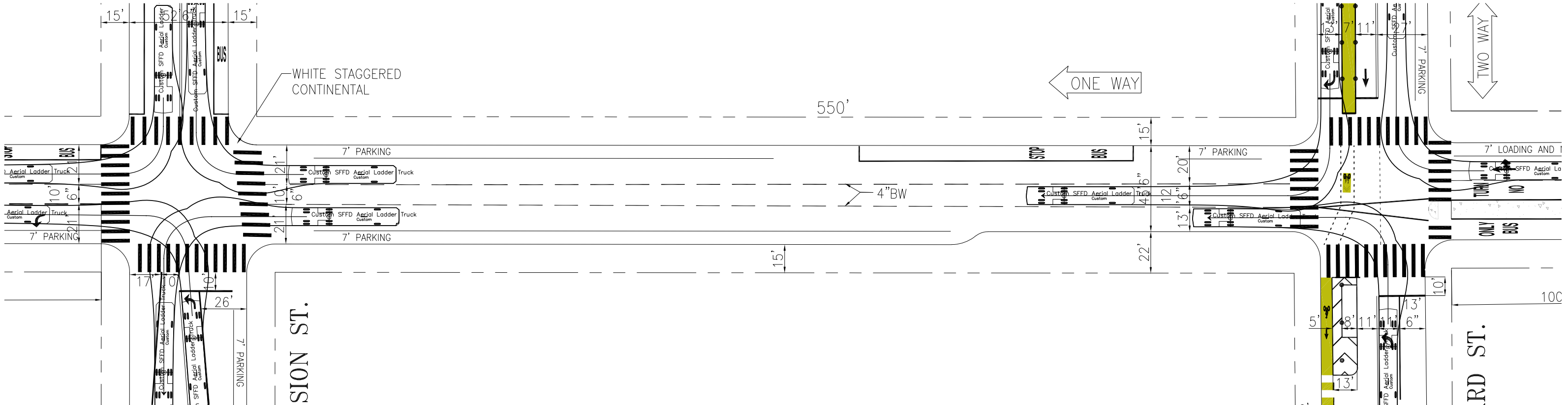
\*SIDE STREETS SUBJECT TO CHANGE



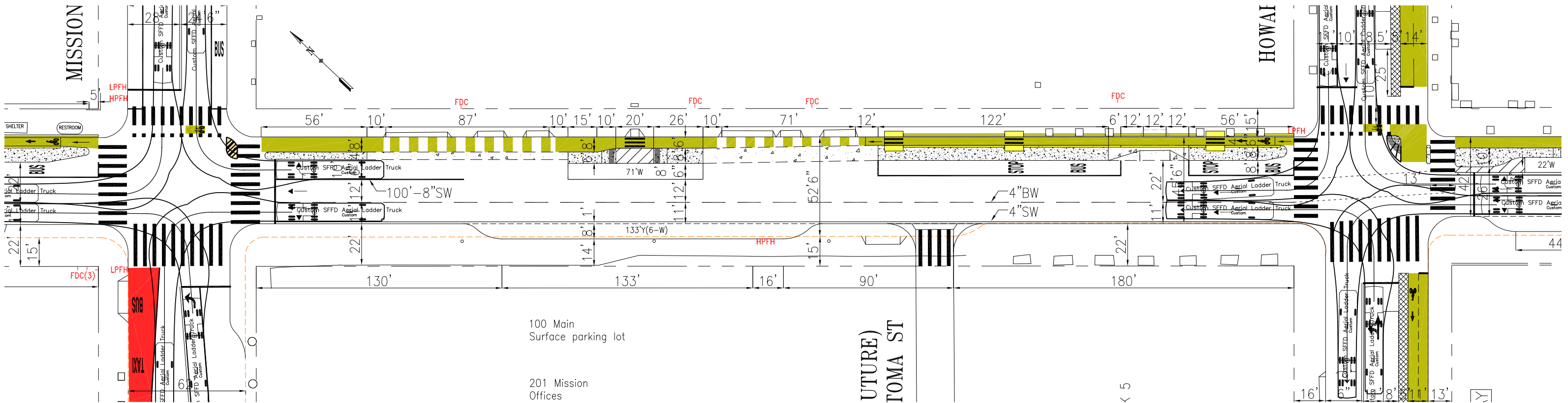
# SODA-MAIN STREET (MISSION ST TO HOWARD ST) TURN TEMPLATES (SFFD LADDER)

DRAFT  
4/15/22

## EXISTING



## PROPOSED

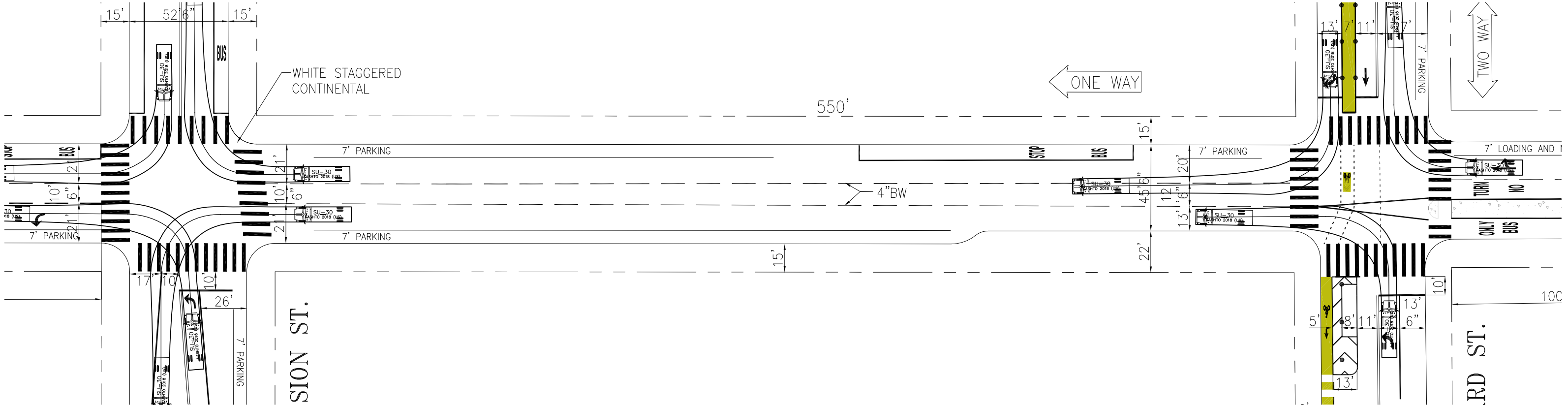


\*SIDE STREETS SUBJECT TO CHANGE

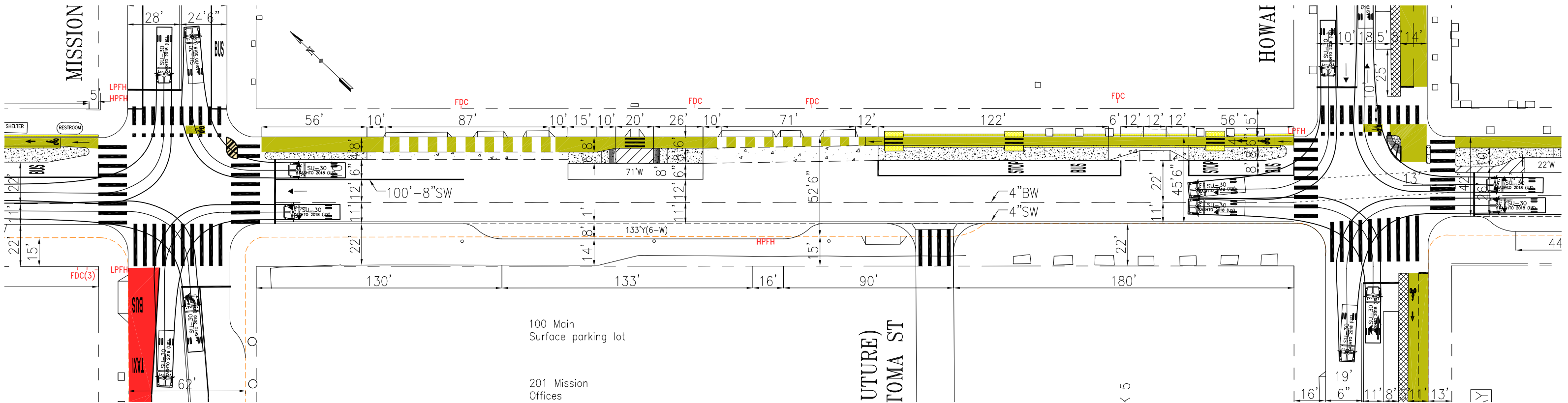
# SODA-MAIN STREET (MISSION ST TO HOWARD ST) TURN TEMPLATES (SU30)

DRAFT  
4/15/22

## EXISTING



## PROPOSED

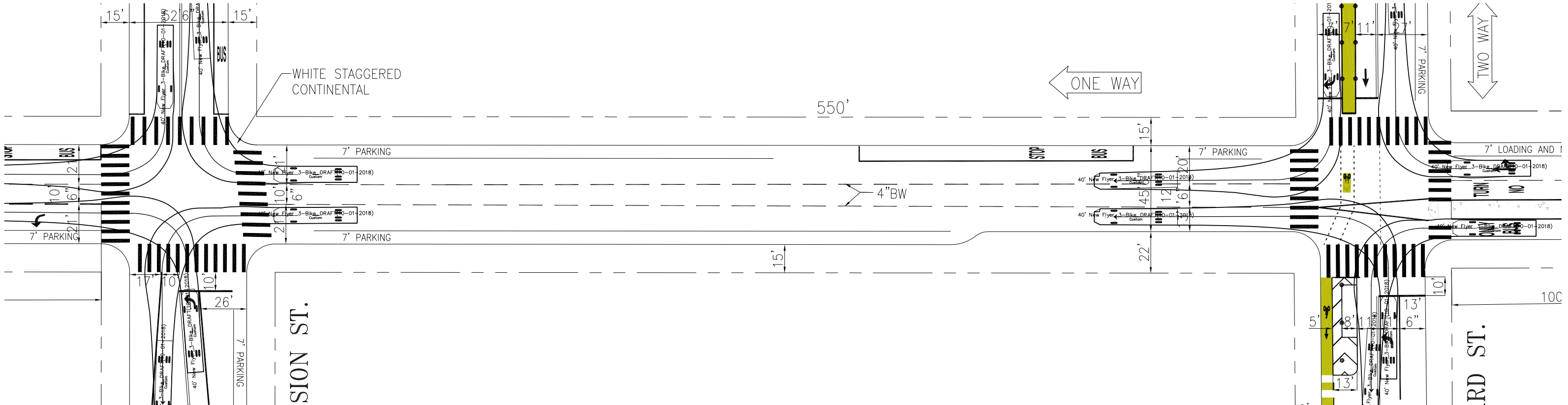


\*SIDE STREETS SUBJECT TO CHANGE

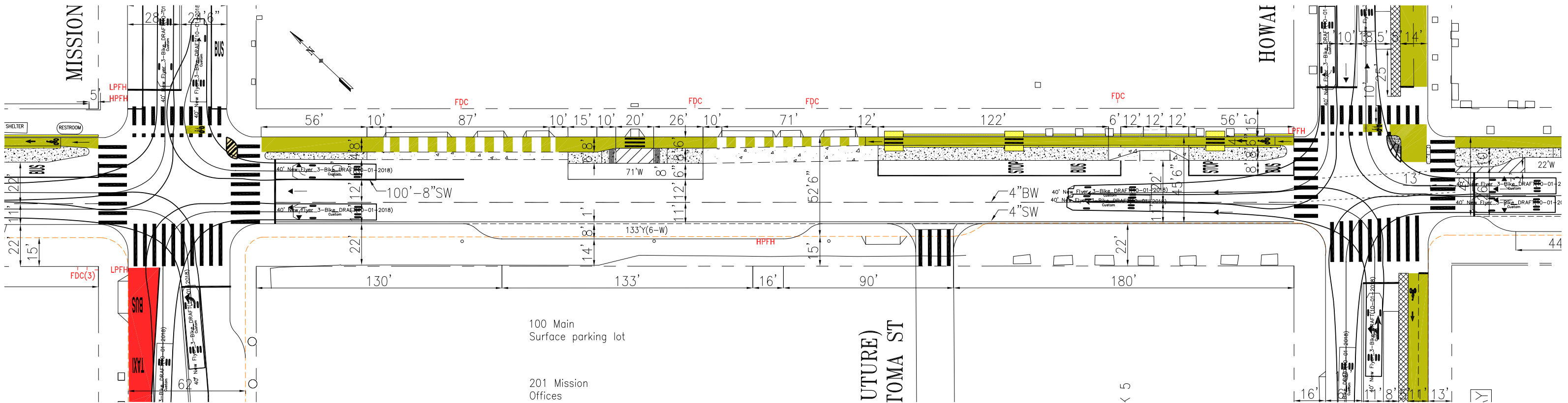
# SODA-MAIN STREET (MISSION ST TO HOWARD ST) TURN TEMPLATES (NEW FLYER 40-FT)

DRAFT  
4/15/22

## EXISTING



## PROPOSED

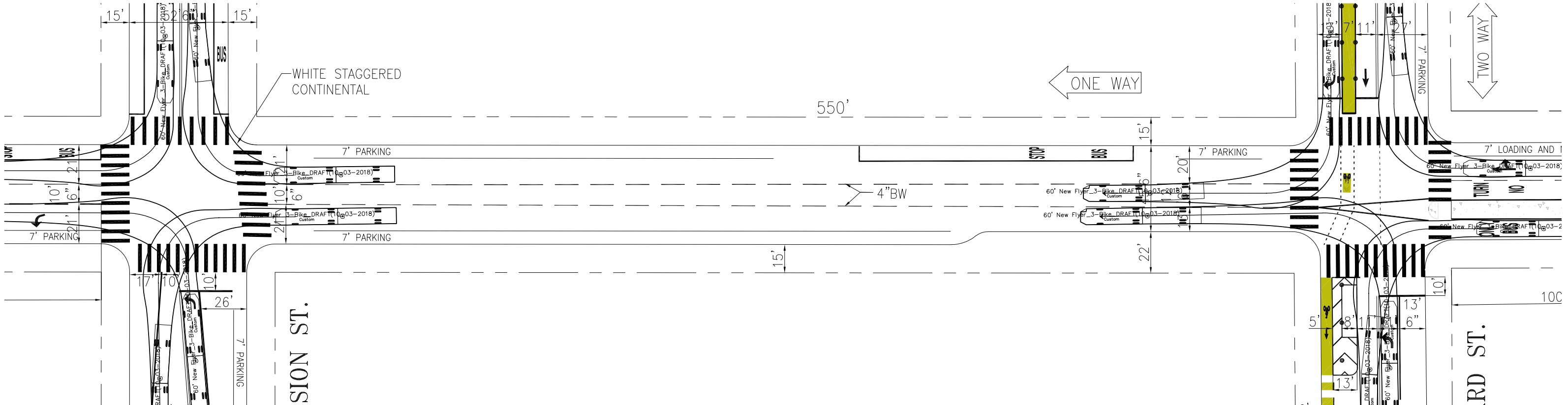


\*SIDE STREETS SUBJECT TO CHANGE

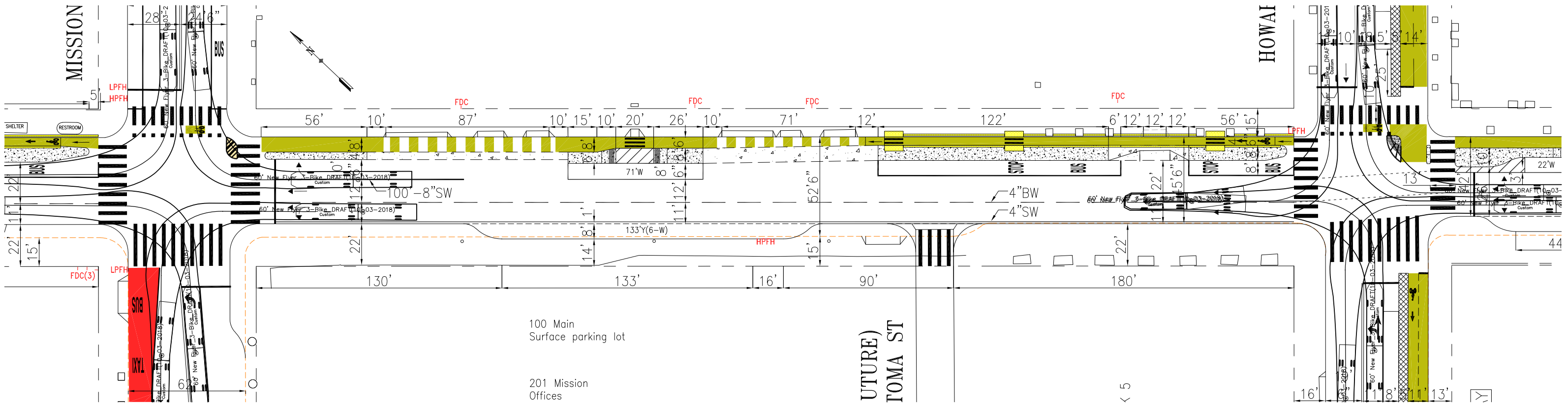
# SODA-MAIN STREET (MISSION ST TO HOWARD ST) TURN TEMPLATES (NEW FLYER 60-FT)

DRAFT  
4/15/22

## EXISTING



## PROPOSED



\*SIDE STREETS SUBJECT TO CHANGE



## SFMTA - TASC SUMMARY SHEET

<b>PreStaff_Date:</b> 11/22/2022 <b>Requested_by:</b> SFMTA <b>Handled:</b> Hester Yu <i>KK</i> <b>Section Head :</b> CL/MV <i>Meluso</i>	<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:** Main Street, between Howard Street and Market Street

**Subject:** Main Street Streetscape Additional Items

**PROPOSAL / REQUEST:**

ESTABLISH – TOW-AWAY NO STOPPING ANYTIME  
Mission Street, south side, from Main Street to 46 feet westerly (removes meter 203) (for 8-foot sidewalk widening)

ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES

Main Street, northbound, at Howard Street  
Main Street, northbound, at Mission Street  
Main Street, northbound, at Market Street

(Supervisor District 6)

Hester Yu, hester.yu@sfmta.com

The Main Street Streetscape Project received TASC approval on 11/18/2021 and 4/28/2022. The following are additional items to include prior to MTA Board approvals.

**BACKGROUND INFORMATION / COMMENTS**

**HEARING NOTIFICATION AND PROCESSING NOTES:**

**ENVIRONMENTAL CLEARANCE BY:**

SFMTA  Attached  Pending

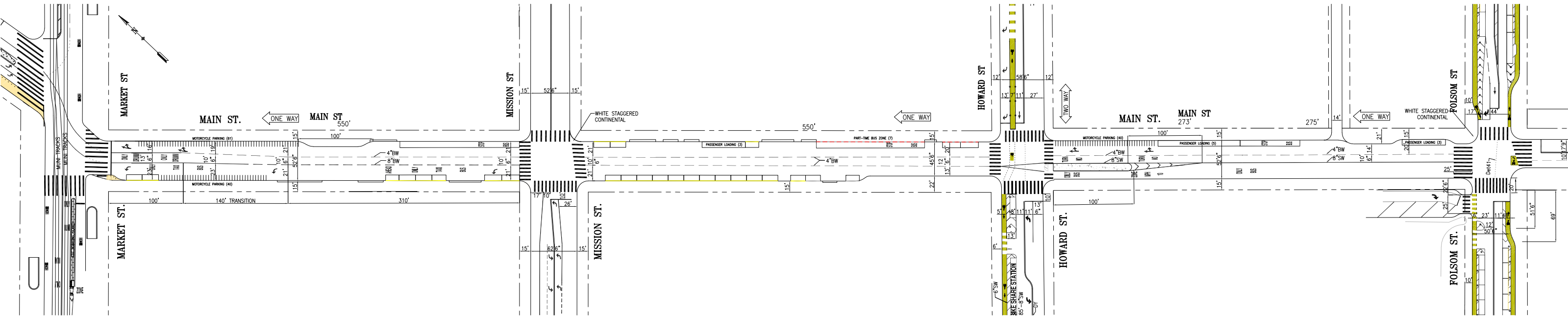
**CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:**



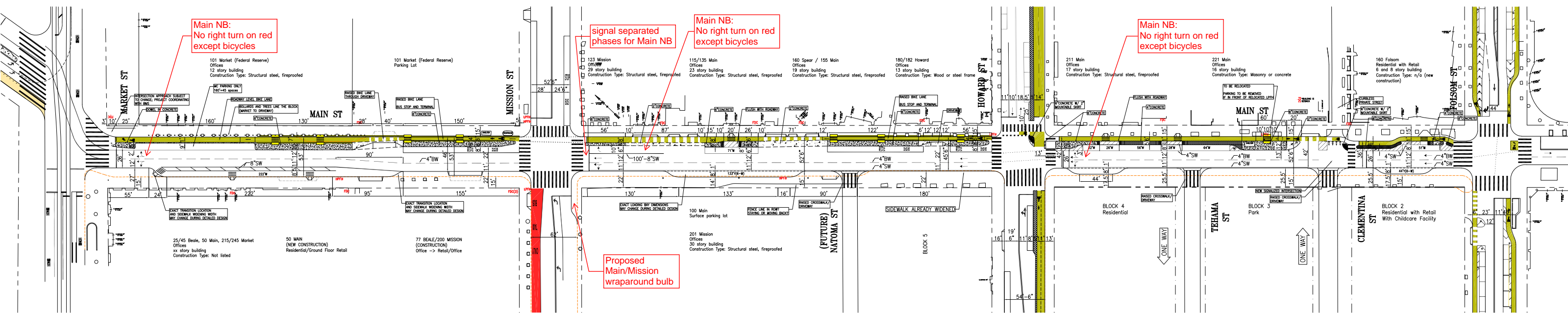
# SODA-MAIN STREET (MARKET ST TO FOLSOM ST) CONCEPTUAL DESIGN

DRAFT  
11/16/22

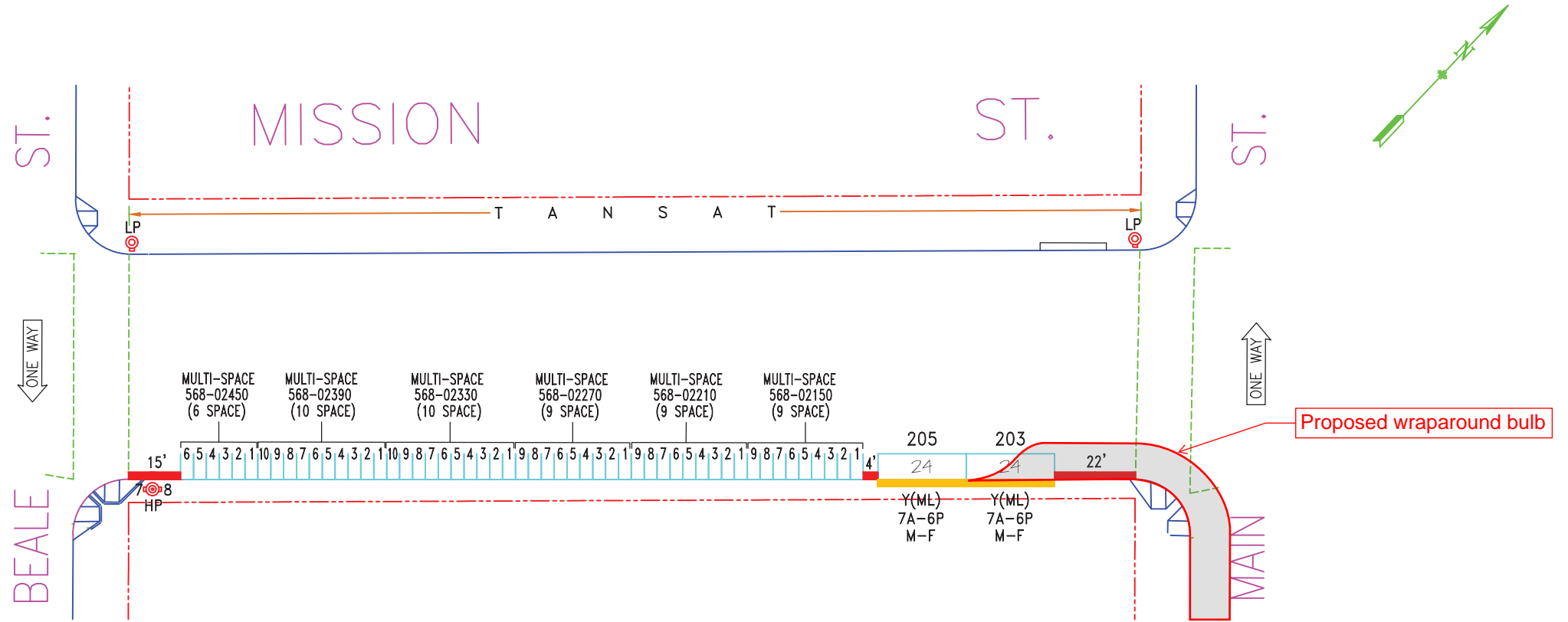
## EXISTING



## PROPOSED



\*SIDE STREETS SUBJECT TO CHANGE



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES													
2	RZ-MOSML#201,Add#205,MOSMC#209	JB	6/19/20	(20-1308)													


**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
 CITY AND COUNTY OF SAN FRANCISCO  
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL			LOADING			METERED SPACES						TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	
ODD			2	6		53	7A-6P	M-SA	2					2		53	55
EVEN																	

**MISSION ST. (MIS, 568)**  
**(200) BLOCK**  
 Meters # 568-02XXy  
**MAIN ST. TO BEALE ST.**

SCALE: **1" = 40'**      DATE: **6/19/20**      BY: **JB**

AREA  
1