

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving two parking protected bikeways, transit, and parking and traffic modifications on Howard Street between 4th Street and 11th Street and Folsom Street between 11th Street and 2nd Street, and amending Transportation Code, Division II, Section 601 to create a transit only lane on Folsom Street, eastbound, from 10th Street to Mabini Street to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridors, and increase transit performance as part of the Folsom-Howard Streetscape Project.

SUMMARY:

- In the past five years on Howard, 158 collisions occurred with 29 cyclists and 46 pedestrians.
- On Folsom Street, 233 collisions occurred with 46 cyclists and 45 pedestrians.
- This project will reduce transit delays and improve transit reliability and safety.
- The project will update curbside management and remove 120 parking and loading spaces.
- The SFMTA conducted extensive public outreach for the project.
- The proposed project is not subject to the Board of Supervisors review because it is a large infrastructure project with a budget of over \$10 million.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Division II Amendment
3. Folsom-Howard Streetscape Project Area Map and graphics
4. Central South of Market (SoMa) Area Plan Final Environmental Impact Report:
https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214
5. Central SoMa Plan CEQA Findings and MMRP:
http://default.sfplanning.org/Citywide/Central_Corridor/central_soma_signed_resolution20183_CEQA_Findings.pdf
6. Folsom-Howard Streetscape Project CEQA Findings

APPROVALS:

DATE

DIRECTOR



June 11, 2019

SECRETARY



June 11, 2019

ASSIGNED SFMTAB CALENDAR DATE: June 18, 2019

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PURPOSE

Approving two parking protected bikeways, transit, and parking and traffic modifications on Howard Street between 11th Street and 4th Street and Folsom Street between 11th Street and 2nd Street, and amending Transportation Code, Division II, Section 601 to create a transit only lane on Folsom Street, eastbound, from 10th Street to Mabini Street to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor and increase transit performance as part of the Folsom-Howard Streetscape Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

- Goal 1: Create a safer transportation experience for everyone.
 - Objective 1.1: Achieve Vision Zero Goal by eliminating all traffic deaths
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
 - Objective 2.2: Enhance and expand use of the City’s sustainable modes of transportation
 - Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.
- Goal 3: Objective 3.1: Use agency programs and policies to advance San Francisco’s commitment to equality

Transit First Principles

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation

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8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

In the past five years, there were 158 collisions on Howard Street between 11th Street and 4th Street, 29 involving cyclists and 46 involving pedestrians. During the same time on Folsom Street between 11th Street and 2nd Street, 233 collisions occurred with 46 involving cyclists and 45 involving pedestrians. On the two streets, three cyclists and two pedestrians have been killed since 2013 including the most recent bicyclist death in March 2019 on Howard Street. Both streets are on San Francisco's High Injury Network; the 13% of streets that account for 75% of the City's sever injuries and fatalities.

Howard Street is a westbound, one-way street in the City's South of Market neighborhood. There are three westbound vehicle lanes between 11th Street and 4th Street. Between 11th Street and 5th Street, Howard Street has a one-way westbound parking protected bicycle lane. Between 4th Street 5th Street, Howard Street has a one-way westbound curbside protected bikeway (Class IV). Approximately 50 people ride in the existing bikeway during the AM peak hour and 300 in the PM peak hour. Approximately 1,000 vehicles travel along the corridor in the PM peak hour.

Folsom Street is an eastbound, one-way street in the City's South of Market neighborhood. Between 11th Street and Falmouth Street, there are three vehicle travel lanes, a parking protected bike lane, and transit boarding islands at the following intersections along Folsom Street:

- 11th Street (far-side)
- 9th Street (far-side)
- 8th Street (far-side)
- 7th Street (far-side)
- 6th Street (mid-block between 6th and Falmouth streets)

Between Falmouth Street and 4th Street, Folsom Street has three eastbound vehicle travel lanes with a buffered bike lane. Between 4th Street and 2nd Street, Folsom Street has four eastbound vehicle travel lanes with a Class II bikeway (bike lane) between the vehicle travel lane and parking lane. Approximately 300 people ride in the existing bikeway during the AM peak hour and 50 in the PM peak hour.

The 12-Folsom travels on Folsom from 11th Street to 2nd Street and carries approximately 5,500

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passengers a day with a frequency of 15 minutes in the AM peak hour. The 27-Bryant travels along Folsom Street between 6th Street and 5th Street and carries approximately 6,700 passengers a day with a frequency of 15 minutes in the AM peak hour. Approximately 1,400 vehicles travel along the corridor in the PM peak hour.

In 2014, the SFMTA completed the Folsom Street Pilot Buffered Bike Lane Project from 11th to 4th Streets. This project removed one travel lane from Folsom Street to provide a buffered bike lane and right-turn pockets at 10th, 8th, 6th, and 5th streets. In 2015, the SFMTA added striped buffers to an existing bike lane on Howard Street between 6th Street and 11th Street without removing a lane of vehicle traffic by narrowing vehicle travel lanes. Data collected from these two projects showed that bicycle travel increased on the corridors by 21 percent because of these changes, but vehicles continued to violate the bike lane boundaries by driving through the bike lane to make right-turns or by conducting loading activities from the bike lane.

In 2017, a parking protected bike lane and transit boarding islands were installed on Folsom Street between 11th Street and Falmouth Street and, in 2018, a parking protected bike lane was installed on Howard Street between 11th Street and 6th Street. In March and April 2019, an additional three blocks of protected bike lane was installed on Howard Street between 6th Street and 3rd Street in response to a fatal crash. These protected bike lane improvements have allowed the SFMTA to collect data and make observations informing the roadway design for the Folsom-Howard Streetscape Project.

Folsom-Howard Streetscape Project elements were also informed by the Eastern Neighborhoods Transportation Implementation Planning Study (ENTRIPS) led by the San Francisco Planning Department and SFMTA, and the Central SoMa Area Plan process led by the San Francisco Planning Department. ENTRIPS examined the communities of the Mission District, South of Market, Central Waterfront, Showplace Square, and Potrero Hill and evaluated transportation design improvements that balances pedestrian conditions, the public realm, transit performance, bicycle conditions, vehicle circulation, parking and loading, and deliverability and cost-effectiveness.

The Central SoMa Plan used ENTRIPS as a starting point for proposed transportation improvements in SoMa and refined potential transportation and land use changes for a variety of streets and land parcels generally bounded by Howard and Folsom, 3rd, Townsend, and 6th streets to a conceptual design level. The Folsom-Howard Streetscape Project focused on taking the conceptual designs from the Central SoMa Plan for Howard and Folsom streets and advancing them to draft designs considering extensive outreach and feedback from the community, goals and objectives from project stakeholders, and tradeoffs considering the demands of the two streets.

Following initial outreach with community stakeholders the following goals were established for the project:

- Improve safety for all users of Folsom and Howard streets
- Make biking and walking in SoMa a more comfortable and enjoyable experience
- Make changes to improve transit services along the corridor
- Prepare for future growth in the neighborhood

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For the Folsom-Howard Streetscape Project, SFMTA Board approval is required for the parking, transit, and traffic modifications including the two proposed parking protected bikeways and Folsom Street transit-only lane. Some of these changes are also proposed to facilitate sidewalk widening and pedestrian bulbs that fall under the jurisdiction of San Francisco Public Works.

Project Elements

The Folsom-Howard Streetscape Project includes a buildout of major elements and community amenities that are proposed to improve transportation safety while also improving neighborhood livability and sense of cultural identity.

Proposed improvements along Howard Street and Folsom Street fall into four categories:

1. Bicycle - Parking and traffic modifications along Folsom Street and Howard Street to establish two parking protected bikeways, two-stage left turn areas, protected intersections, and new traffic signal phasing, all to reduce motor vehicle and bike conflicts.
2. Pedestrian - Parking and traffic modifications to provide pedestrian bulbouts, resulting in shorter crossing distances, new mid-block traffic signals to reduce mid-block vehicle speeds and improve pedestrian circulation, and to establish no parking areas for improving visibility at intersections for all road users.
3. Transit - Parking and traffic modifications along Folsom Street to establish a transit only lane between 10th Street and Mabini Street, provide additional transit service on Folsom Street (which does not require SFMTA Board approval), and construct nine new or improved transit boarding islands.
4. Curb Management – Parking and loading modifications along Folsom Street and Howard Street to accommodate existing loading demand needs, provide space for vehicle turning pockets, a bike corral, to move a bikshare station, and provide additional loading spaces to reduce the frequency of double parking.

Bicycle Safety Improvements

On Howard Street and Folsom Street, existing parking protected bikeways (Class IV), buffered bike lanes (Class II), and bike lanes (Class II) are present for specific project area blocks along the two roadways. On both streets, all existing bike facilities are proposed to be upgraded to two-way separated bikeways (Class IV) on Howard Street between 4th Street and 11th Street, and Folsom Street between 11th Street and 2nd Street. A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and through vehicle traffic. A parking protected bikeway is a type of separated bikeway that uses a parking lane and painted or concrete buffer between the vehicle travel lanes and the bikeway so that people on bikes are protected from moving vehicle traffic.

The SFMTA proposes installing two-way parking protected bikeways on the south side of Howard Street between 4th Street and 11th Street, and on the south side of Folsom Street between 2nd Street and

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11th Street to accommodate safer and more comfortable bicycle travel along these corridors. A parking protected bikeway is proposed to improve safety, discourage double parking, and prevent driving in the bikeways.

Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed two-way parking protected bikeways on Folsom and Howard streets meet these three conditions. The alternative criteria for the parking protected bikeway design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board of Directors as part of this calendar item. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that parking protected bikeways require the following features:

- A separated bikeway, like a bike lane, is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeways for Folsom Street and Howard Street will conform to these NACTO design guidelines.

The separated bikeways will also conform to best practices and design standards, including design

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guidelines developed jointly by the SFMTA, Mayor’s Office of Disability, and Department of Public Works to ensure accessibility for all street users. On Folsom Street between 8th Street and 11th Street, the painted buffer alongside the parking lanes that separates the vehicle travel lane from the bikeway will be clearly marked with cross-hatching and at least 60-inches in width, the recommended buffer width. It was also reviewed by the San Francisco Fire Department. On Howard Street between 4th Street and 11th Street and on Folsom Street between 2nd Street and 8th Street, the buffer alongside the parking lanes that separates the vehicle travel lane from the bikeway will be raised concrete and would allow for loading activities. It was also reviewed by the San Francisco Fire Department (see discussion below).

The project proposes to install two-stage turn bicycle boxes at the intersections of 11th Street and Folsom Street, 5th Street and Folsom Street, 2nd Street at Folsom Street, 11th Street at Howard Street, 10th Street at Howard Street, and 4th Street at Howard Street. Two-stage turn bicycle boxes assist bicyclists turning to or from Folsom or Howard streets to side streets with existing bikeways. Two-stage left turn bicycle boxes are waiting areas painted in the intersection to help people on bicycles perform a left turn in two movements from the right-side lane. They are intended to make an intersection more inviting for people riding bicycles, make bicycle turning movement more predictable, reduce bicycle encroachment into the crosswalk, and signal to drivers that the turn box is a permitted location for bicyclists to wait. As part of the design, staff are proposing No Right Turn on Red restrictions to prevent conflicts with vehicle traffic.

The proposed two-way bikeways on the two streets would run along the curb for the entire length of the corridors, including at intersections. At intersections where there would be conflicts between turning vehicles and through bicycles, traffic signal upgrades would include separate signal phases for turning vehicles and through cyclists including dedicated right or left turn phases for vehicles and separated, dedicated through phases for bicycles.

Pedestrian Safety Improvements

At all street and alley intersection crossings, the project proposes daylighting to improve visibility at crosswalks. These no parking areas are proposed to include red paint on the curb and could be to prevent vehicles from parking in these areas and help slow turning movements. The project proposes to construct new mid-block traffic signals and install new high visibility continental crosswalks markings at the following intersections:

- Folsom Street and Rausch Street
- Folsom Street and Harriet Street (continental crosswalk upgrade only)
- Folsom Street and Falmouth Street
- Folsom Street and between 5th Street and 4th Street
- Howard Street and Rausch Street
- Howard Street and Harriet Street (continental crosswalk upgrade only)
- Howard Street and Mary Street
- Howard Street and between 4th Street and 5th Street

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For informational purposes, in compliance with the Central SoMa Plan Mitigation Measure M-TR-4, SFMTA will widen and restripe the following crosswalks to the continental design as part of this Folsom and Howard Streetscape Project:

- 3rd Street and Mission Street (widen the east and west crosswalks)
- 4th Street and Mission Street (widen the east and west crosswalks)
- 4th Street and Townsend Street (widen the west crosswalk)

Advance limit lines to encourage vehicles from encroaching into the crosswalk at signalized intersection approaches are proposed to be lengthened or installed at the following intersections:

- Folsom Street and 8th Street
- Folsom Street and Rausch Street
- Folsom Street and 7th Street
- Folsom Street and Russ Street
- Folsom Street and Falmouth Street
- Folsom Street and 5th Street
- Folsom Street and 4th Street
- Folsom Street and 3rd Street
- Folsom Street and Hawthorne Street
- Folsom Street and 2nd Street
- Howard Street and Russ Street
- Howard Street and Mary Street
- Howard Street and 5th Street
- Howard Street and between 4th and 5th Street
- Howard Street and 4th Street

Bulbouts, or areas of sidewalk widening at intersections, are proposed for the north sides of Folsom and Howard streets and into side streets where possible at over 40 locations. Bulbouts improve pedestrian safety by shortening pedestrians crossing distances and slow turning vehicles.

Raised crosswalks are proposed to slow vehicles turning in and out of these minor roadways and priorities pedestrians in crosswalks. Raised crosswalks are proposed be constructed at the following intersections:

- Folsom Street at Sherman Street
- Folsom Street at Columbia Square
- Howard Street at Grace Street
- Howard Street at Washburn Street
- Howard Street at Langton Street
- Howard Street at Harriet Street

Raised pedestrian crossings are also proposed across the two-way bikeways, connecting the sidewalk with the concrete median adjacent to parked vehicles. Staff's evaluation and outreach following the implementation of the Folsom and Howard near-term projects indicated a preference for raised

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bikeway crossings to slow down cyclists, prioritize pedestrians crossing the bikeway, and make the loading and unloading of goods at yellow commercial zones easier.

Proposed Transit Only Lane and Transit Safety and Performance Improvements

The Muni 12-Folsom operates along Folsom Street between 11th and 2nd Street while the 27-Bryant operates along Folsom Street between 6th Street and 5th Street. Transit boarding islands or curbside bus stops service passengers along Folsom Street. The streetscape project would include a transit-only lane between 10th Street and Mabini Street to provide a dedicated space for transit along Folsom Street. Since transit-only lanes are codified in the Transportation Code, Division II Section 601, SFMTA Board approval is necessary to amend the Transportation Code. At this time, the SFMTA staff recommending amending the Transportation Code to add a transit only lane on Folsom Street, eastbound, from 10th Street to Mabini Street.

For informational purposes, Muni service changes are also expected on Folsom Street. In addition to the 12-Folsom service, it is expected that additional Muni service will be relocated from Bryant Street to Folsom Street as follows:

- 8-Bayshore between 9th Street and 3rd Street,
- 8AX-Bayshore A Express between 9th Street and 3rd Street
- 8BX-Bayshore B Express between 9th Street and 3rd Street
- 27-Bryant between 7th Street and 5th Street.

For informational purposes, the project includes eight new and extended transit boarding islands. The streetscape project proposes to convert curbside bus stops to transit boarding islands and lengthen existing transit boarding islands. New and extended transit boarding islands are to be located at to accommodate the increased transit service:

- Folsom Street at 11th Street (far-side)
- Folsom Street at 9th Street (far-side)
- Folsom Street at 8th Street (far-side)
- Folsom Street at 7th Street (far-side)
- Folsom Street at 6th Street (far-side)
- Folsom Street at 5th Street (far-side)
- Folsom Street at 4th Street (near side)
- Folsom Street at 3rd Street (far-side)

These changes will increase reliability and predictability of transit service along Folsom Street and increase the frequency of transit along the corridor from 15 minutes to 2 minutes during the AM peak period and from 15 minutes to 4 minutes during the PM peak period.

Curb Management

In working with the community stakeholders and merchants, SFMTA staff propose to increase the number of yellow commercial loading zones on the two streets by 20%. Increasing the number of yellow commercial loading zones on Howard Street and Folsom Street are proposed to provide more

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spaces for commercial vehicles to park and load and reduce the frequency of double parking in the vehicle travel lane. The total number of white zones and green zones will each be reduced by eight to allow for additional transportation safety improvements. Merchants expressed a preference to have more yellow zones over general metered parking, white zones, and green zones.

Sidewalk and Public Realm Improvements

The project proposes providing space on widened sidewalks, which are under Public Works jurisdiction, to reflect the cultural diversity of the SoMa neighborhood. Public Works led the community outreach and participation with representatives from area stakeholder groups: South of Market Community Action Network (SOMCAN), United Playaz, West Bay Cultural Center, Folsom Street Fair, Yerba Buena Community Benefits District, and the Leather and LGBTQ Cultural District to identify possible locations for cultural representation through the project area. All of these groups have been included in the public realm improvement process since 2017 and are supportive of the streetscape project and the opportunity to influence the public realm improvements. Public Works proposes to continue this outreach through the Detailed Design Phase to finalize public realm improvements.

Proposed Project Parking and Traffic Modifications

Items A through R require SFMTA Board Approval:

- A. RESCIND – CLASS IV PROTECTED BIKEWAY - Howard Street, westbound, north side, between 11th Street and 4th Street (Class IV Parking Protected Bikeway)
- B. ESTABLISH – CLASS IV PROTECTED BIKEWAY - Howard Street, eastbound and westbound, south side, between 11th Street and 4th Street (Class IV Parking Protected Bikeway); Folsom Street, eastbound and westbound, south side, between 11th Street and 2nd Street (Class IV Parking Protected Bikeway)
- C. RESCIND – BUS ZONE – TOW-AWAY, NO STOPPING ANYTIME - Folsom Street, south side, from 4th Street to 103 feet easterly (relocated to near side of intersection)
- D. RESCIND – TOW-AWAY, NO STOPPING ANYTIME - Folsom Street, south side, from 85 feet to 140 feet east of 6th Street (mid-block bus stop/boarding island, relocated to far side at 6th Street)
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Folsom Street, south side, from 5 feet to 130 feet east of 8th Street (extends existing 8th/Folsom far side boarding island); Folsom Street, south side, from 5 feet to 73 feet east of 7th Street (extends existing 7th/Folsom far side boarding island); Folsom Street, south side, from 7 feet to 150 feet east of 6th Street (relocates and extends existing mid-block boarding island between 6th Street and 5th Street); Folsom Street, south side, from 5 feet to 91 feet east of 5th Street (5th/Folsom far side boarding island); Folsom Street, north side, from 10 feet to 140 feet west of 4th Street (4th/Folsom near side boarding island); Folsom Street, north side, from 6 feet to 166 feet east of 3rd Street (extends existing 3rd/Folsom far side boarding island)
- F. RESCIND – TOW-AWAY, NO STOPPING ANYTIME - Howard Street, south side, from 10th Street to 17 feet westerly (6-foot bulb); Howard Street, south side, from 4th Street to 20

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feet westerly (6-foot bulb); Folsom Street, north side, from 6th Street to 27 feet westerly (9-foot bulb); Folsom Street, south side, from 6th Street to 27 feet westerly (9-foot bulb); Folsom Street, north side, from 4th Street to 32 feet easterly (9-foot bulb)

- G. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Howard Street, north side, from 10th Street to 43 feet westerly (6-foot bulb); 10th Street, west side, from Howard Street to 31 feet northerly (6-foot bulb); 10th Street, east side, from Howard Street to 22 feet northerly (6-foot bulb); Howard Street, north side, from 10th Street to 30 feet easterly (6-foot bulb); Howard Street, north side, from 9th Street to 26 feet westerly (6-foot bulb); 9th Street, west side, from Howard Street to 11 feet northerly (6-foot bulb); 9th Street, west side, from Howard Street to 30 feet southerly (6-foot bulb); Howard Street, north side, from 8th Street to 19 feet westerly (6-foot bulb); 8th Street, east side, from Howard Street to 32 feet northerly (6-foot bulb); Howard Street, north side, from 8th Street to 49 feet easterly (6-foot bulb); 8th Street, east side, from Howard Street to 8 feet southerly (6-foot bulb); Howard Street, north side, from 269 feet to 324 feet west of 8th Street (6-foot bulb); Howard Street, north side, from 7th Street to 13 feet westerly (6-foot bulb); 7th Street, west side, from Howard Street to 22 feet northerly (6-foot bulb); Howard Street, north side, from Russ Street to 51 feet westerly (6-foot bulb); Howard Street, north side, from Russ Street to 58 feet easterly (6-foot bulb); Howard Street, north side, from 6th Street to 41 feet easterly (6-foot bulb); Howard Street, north side, from Mary Street to 31 feet westerly (6-foot bulb); Howard Street, north side, from 5th Street to 33 feet westerly (6-foot bulb); 5th Street, west side, from Howard Street to 68 feet northerly (6-foot bulb); 10th Street, west side, from Folsom Street to 25 feet northerly (6-foot bulb); 10th Street, west side, from Folsom Street to 31 feet southerly (6-foot bulb); 8th Street, east side, from Folsom Street to 54 feet northerly (6-foot bulb); Folsom Street, north side, from 8th Street to 46 feet easterly (6-foot bulb); Folsom Street, north side, from Rausch Street to 29 feet westerly (6-foot bulb); Folsom Street, north side, from Rausch Street to 28 feet easterly (6-foot bulb); Folsom Street, north side, from 7th Street to 82 feet westerly (6-foot bulb); 8th Street, east side, from Folsom Street to 25 feet southerly (6-foot bulb); 7th Street, west side, from Folsom Street to 26 feet southerly (6-foot bulb); Folsom Street, north side, from 7th Street to 36 feet easterly (6-foot bulb); Folsom Street, north side, from Russ Street to 57 feet westerly (6-foot bulb); Folsom Street, north side, from Russ Street to 95 feet easterly (6-foot bulb); Folsom Street, north side, from 6th Street to 40 feet westerly (6-foot bulb); Folsom Street, north side, from 6th Street to 27 feet easterly (6-foot bulb); Folsom Street, north side, from 379 feet to 574 feet east of 6th Street (6-foot bulb); Folsom Street, north side, from 5th Street to 34 feet westerly (6-foot bulb); Folsom Street, north side, from 5th Street to 58 feet easterly (6-foot bulb); Folsom Street, north side, from 4th Street to 21 feet easterly (6-foot bulb); Folsom Street, north side, from 226 feet to 327 feet east of 4th Street (6-foot bulb); Folsom Street, north side, from Hawthorne Street to 30 feet westerly (6-foot bulb)
- H. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME - Howard Street, north side, from 11th Street to 25 feet easterly; Howard Street, north side, from 372 feet to 462 feet east of 8th Street; Howard Street, south side, from 7th Street to 40 feet westerly; Howard Street, south side, from Moss Street to 6 feet westerly; Howard Street, south side, from Moss Street to 9 feet easterly; Howard Street, south side, from 80 feet to 101 feet east of Ross Street; Howard Street, north side, from Mary Street to 37 feet easterly; Howard Street, north side, from 5th

Street to 40 feet easterly; Folsom Street, north side, from 11th Street to 5 feet easterly; Folsom Street, north side, from 143 feet to 174 feet east of 11th Street; Folsom Street, north side, from 10th Street to 27 feet westerly; Folsom Street, south side, from Juniper Street to 13 feet easterly; Folsom Street, south side, from 10th Street to 56 feet westerly; Folsom Street, north side, from 10th Street to 95 feet easterly; Folsom Street, north side, from Dore Street to 3 feet easterly; Folsom Street, south side, from 10th Street to Dore Street; Folsom Street, south side, from Dore Street to 13 feet easterly; Folsom Street, south side, from 9th Street to 35 feet westerly; Folsom Street, north side, from 9th Street to 13 feet easterly; Folsom Street, north side, from 137 feet to 193 feet west of 8th Street; Folsom Street, north side, from 8th Street to 30 feet westerly; Folsom Street, north side, from Langton Street to 15 feet westerly; Folsom Street, north side, from Langton Street to 32 feet easterly; Folsom Street, south side, from Rodgers Street to 52 feet westerly; Folsom Street, south side, from 60 feet to 114 feet east of Rodgers Street; Folsom Street, south side, from Hallam Street to 9 feet easterly; Folsom Street, south side, from 55 feet to 99 feet east of Hallam Street; Folsom Street, south side, from Langton Street to 19 feet westerly; Folsom Street, south side, from Langton Street to 60 feet easterly; Folsom Street, south side, from 7th Street to 61 feet westerly; Folsom Street, north side, from Moss Street to 22 feet westerly; Folsom Street, north side, from Moss Street to 2 feet easterly; Folsom Street, north side, from Harriet Street to 18 feet westerly; Folsom Street, south side, from 73 feet to 200 feet east of 7th Street; Folsom Street, south side, from Sherman Street to 19 feet westerly; Folsom Street, south side, from Falmouth Street to 93 feet westerly; Folsom Street, south side, from Mabini Street to 54 feet westerly; Folsom Street, south side, from 3rd Street to 28 feet westerly; Folsom Street, north side, from 93 feet to 117 feet west of Hawthorne Street; Folsom Street, south side, from 108 feet to 138 feet east of Hawthorne Street

- I. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Howard Street, south side, from 11th Street to 160 feet easterly; Howard Street, south side, from 10th Street to 128 feet westerly; Howard Street, south side, from 10th Street to 105 feet easterly; Howard Street, south side, from Dore Street to 22 feet westerly; Howard Street, south side, from Dore Street to 22 feet easterly; Howard Street, south side, from 9th Street to 20 feet westerly; Howard Street, north side, from 9th Street to 194 feet easterly; Howard Street, south side, from 193 feet to 248 feet east of 9th Street; Howard Street, south side, from 8th Street to 79 feet westerly; Howard Street, south side, from Rausch Street to 38 feet westerly; Howard Street, south side, from Rausch Street to 27 feet easterly; Howard Street, south side, from Langton Street to 37 feet westerly; Howard Street, south side, from Langton Street to 52 feet easterly; Howard Street, north side, from 7th Street to 151 feet easterly; Howard Street, south side, from 7th Street to 41 feet easterly; Howard Street, south side, from Russ Street to 93 feet westerly; Howard Street, south side, from Moss Street to 40 feet easterly; Howard Street, south side, from Harriet Street to 17 feet westerly; Howard Street, south side, from Harriet Street to 20 feet easterly; Howard Street, south side, from 230 feet to 402 feet west of 5th Street; Howard Street, south side, from 6th Street to 250 feet easterly; Howard Street, south side, from 5th Street to 72 feet westerly; Howard Street, north side, from 5th Street to 36 feet easterly; Howard Street, south side, from 5th Street to 125 feet easterly; Howard Street, south side, from 323 feet to 400 feet east of 5th Street; Howard Street, south side, from 8th Street to Sumner Street; Howard Street, south side, from 6th Street to 250 feet easterly; Howard Street,

south side, from 5th Street to 125 feet easterly; Folsom Street, north side, from 9th Street to 105 feet westerly; Folsom Street, south side, from 8th Street to 230 feet westerly; Folsom Street, south side from Hallam Street to 74 feet westerly; Folsom Street, south side, from Sherman Street to Columbia Square; Folsom Street, south side, from 6th Street to 61 feet westerly; Folsom Street, south side, from Falmouth Street to 192 feet easterly; Folsom Street, south side, from 5th Street to 120 feet westerly; Folsom Street, north side, from 4th Street to 228 feet westerly; Folsom Street, south side, from 383 feet to 441 feet east of 5th Street; Folsom Street, south side, from 4th Street to 260 feet westerly; Folsom Street, south side, from 4th Street to 44 feet easterly; Folsom Street, south side, from Mabini Street to 29 feet easterly; Folsom Street, north side, from 3rd Street to 177 feet westerly; Folsom Street, north side, from 2nd Street to 200 feet westerly; Folsom Street, south side, from Hawthorne Street to 187 feet westerly; Folsom Street, south side, from Hawthorne Street to 26 feet easterly; Folsom Street, south side, from 2nd Street to 198 feet westerly

- J. ESTABLISH – RIGHT LANE MUST TURN RIGHT - Howard Street, westbound, from 9th Street to 194 feet easterly; Howard Street, westbound, from 7th Street to 151 feet easterly; Folsom Street, eastbound, from 8th Street to 221 feet westerly; Folsom Street, eastbound, from 6th Street to 61 feet westerly; Folsom Street, eastbound, from 5th Street to 120 feet westerly; Folsom Street, eastbound, from 4th Street to 260 feet westerly; Folsom Street, eastbound, from Hawthorne Street to 187 feet westerly; Folsom Street, eastbound, from 2nd Street to 198 feet westerly
- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI - Folsom Street, eastbound, from 10th Street to Juniper Street
- L. ESTABLISH – LEFT LANE MUST TURN LEFT - Howard Street, westbound, from 11th Street to 160 feet easterly; Howard Street, westbound, from 10th Street to 105 feet easterly; Howard Street, westbound, from 8th Street to Sumner Street; Howard Street, westbound, from 6th Street to 250 feet easterly; Howard Street, westbound, from 5th Street to 125 feet easterly; Folsom Street, eastbound, from 9th Street to 105 feet westerly
- M. ESTABLISH – NO TURN ON RED - Howard Street, eastbound, at 11th Street; Howard Street, westbound, at 10th Street; 9th Street, northbound, at Howard Street; 8th Street, southbound, at Howard Street; Howard Street, westbound, at 8th Street; Rausch Street, northbound, at Howard Street; Russ Street, northbound, at Howard Street; 4th Street, southbound, at Howard Street; Folsom Street, eastbound, at 11th Street; Folsom Street, eastbound, at 10th Street; 9th Street, northbound, at Howard Street; Folsom Street, eastbound, at 6th Street; 6th Street, northbound, at Folsom Street; Folsom Street, eastbound, at Falmouth Street; Falmouth Street, northbound, at Folsom Street; Folsom Street, eastbound, at 4th Street; Folsom Street, eastbound, at Mabini Street; 3rd Street, northbound, at Folsom Street; Folsom Street, eastbound, at Hawthorne Street
- N. ESTABLISH – NO TURN ON RED EXCEPT BICYCLES - 7th Street, northbound, at Howard Street; 7th Street, northbound, at Folsom Street (for bicycle two-stage turn box); Folsom Street, eastbound, at 5th Street (for bicycle two-stage turn box); 5th Street, northbound, at Folsom Street (for bicycle two-stage turn box); Folsom Street, eastbound, at 2nd Street (for bicycle two-stage turn box); 2nd Street, northbound, at Folsom Street (for bicycle two-stage turn box)
- O. ESTABLISH – RIGHT TURN ONLY - Hallam Street, northbound, at Folsom Street

- P. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 50 feet to 68 feet east of 11th Street; Howard Street, north side, from 117 feet to 177 feet east of 11th Street; Howard Street, north side, from 109 feet to 170 feet west of 10th Street; Howard Street, south side, from 160 feet to 199 feet east of 11th Street; Howard Street, north side, from 30 feet to 106 feet east of 10th Street; Howard Street, north side, from 194 feet to 250 feet east of 9th Street; Howard Street, north side, from 217 feet to 253 feet east of 8th Street; Howard Street, north side, from 140 feet to 159 feet west of 7th Street; Howard Street, south side, from 27 feet to 83 feet east of Rausch Street; Howard Street, north side, from 151 feet to 251 feet east of 7th Street; Howard Street, north side, from 78 feet to 98 feet east of Russ Street; Howard Street, north side, from 152 feet to 170 feet west of 6th Street; Howard Street, south side, from 40 feet to 80 feet east of Russ Street; Howard Street, north side, from 41 feet to 99 feet east of 6th Street; Howard Street, north side, from 176 feet to 218 feet east of 6th Street; Howard Street, north side, from 204 feet to 262 feet west of Mary Street; Howard Street, north side, from 142 feet to 79 feet west of Mary Street; Howard Street north side, from 117 feet to 135 feet west of 5th Street; Folsom Street, north and south sides, between 11th Street and 6th Street; Folsom Street, south side, from 179 feet to 199 feet east of 6th Street; Folsom Street, south side, from 44 feet to 103 feet east of 4th Street
- Q. ESTABLISH – RED ZONE - Howard Street, north side, from 68 feet to 117 feet east of 11th Street; Howard Street, north side, from 250 feet to 298 feet east of 9th Street; Howard Street, north side, from 189 feet to 213 feet west of 8th Street; Howard Street, north side, from 111 feet to 169 feet west of 8th Street; Howard Street, south side, from 85 feet to 134 feet east of 9th Street; Howard Street, north side, from 159 feet to 203 feet west of 7th Street; Howard Street, north side, from 103 feet to 140 feet west of 7th Street; Howard Street, south side, from 71 feet to 106 feet east of Langton Street; Howard Street, north side, from 251 feet to 275 feet east of 7th Street; Howard Street, south side, from 62 feet to 82 feet east of Moss Street; Howard Street, south side, from 308 feet to 366 feet east of 6th Street; Folsom Street, north side, from 41 feet to 61 feet east of 11th Street; Folsom Street, north side, from 125 feet to 149 feet west of 10th Street; Folsom Street, south side, from 51 feet to 81 feet east of Dore Street; Folsom Street, north side, from 49 feet to 66 feet east of 9th Street; Folsom Street, north side, from 108 feet to 124 feet east of 9th Street; Folsom Street, north side, from 140 feet to 162 feet east of 9th Street; Folsom Street, north side, from 197 feet to 193 feet east of 9th Street; Folsom Street, north side, from 209 feet to 221 feet east of 9th Street; Folsom Street, north side, from 251 feet to 264 feet east of 9th Street; Folsom Street, north side, from 72 feet to 90 feet west of 8th Street; Folsom Street, north side, from 105 feet to 119 feet west of 8th Street; Folsom Street, north side, from 212 feet to 228 feet west of 8th Street; Folsom Street, north side, from 249 feet to 267 feet west of 8th Street; Folsom Street, south side, from 98 feet to 127 feet east of 9th Street; Folsom Street, south side, from 213 feet to 241 feet east of 9th Street; Folsom Street, north side, from 69 feet to 97 feet west of Rausch Street; Folsom Street, south side, from 150 feet to 179 feet east of 6th Street; Folsom Street, south side, from 199 feet to 249 feet east of 6th Street; Folsom Street, south side, from 151 feet to 174 feet west of Falmouth Street; Folsom Street, south side, from 91 feet to 165 feet east of 5th Street; Folsom Street, south side, from 441 feet to 520 feet east of 5th Street; Folsom Street, south side, from 180 feet to 318 feet east of Mabini Street

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- R. ESTABLISH – BLUE ZONE - Howard Street, north side, from 20 feet to 42 feet west of Washburn Street; Langton Street, west side, from 20 feet to 40 feet south of Howard Street; Howard Street, north side, from 7 feet to 27 feet west of 6th Street; Mabini Street, west side, from 10 feet to 35 feet south of Folsom Street; Folsom Street, south side, from 26 feet to 48 feet east of Hawthorne Street

Although the City Traffic Engineer has the authority to implement the following parking and traffic modifications, SFMTA staff recommend that the SFMTA Board take action on Items S through TT following the SFMTA public hearing since they are part of the Folsom-Howard Streetscape Project:

- S. ESTABLISH – TRAFFIC SIGNAL - Howard Street and Rausch Street intersection; Howard Street and Mary Street intersection; Howard Street and 375 feet east of 5th Street (midblock signal between 5th Street and 4th Street); Folsom Street and Rausch Street intersection; Folsom Street and Falmouth Street intersection; Folsom Street and 450 feet east of 5th Street (midblock signal between 5th Street and 4th Street)
- T. ESTABLISH – RAISED CROSSWALK - Howard Street at Grace Street (north crossing); Howard Street at Washburn Street (north crossing)
- U. ESTABLISH – RAISED CROSSWALK AND BIKEWAY - Howard Street at Langton Street (south crossing); Howard Street at Harriet Street (south crossing); Folsom Street at Sherman Street (south crossing); Folsom Street at Columbia Square (south crossing)
- V. ESTABLISH – METERED MOTORCYCLE PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 25 feet to 50 feet east of 11th Street; Howard Street, north side, from 101 feet to 111 feet west of 8th Street; Howard Street, south side, from 248 feet to 269 feet east of 9th Street
- W. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 9 AM TO 6 PM MONDAY THROUGH SATURDAY - Howard Street, north side, from 82 feet to 154 feet west of 10th Street; Howard Street, south side, from 105 feet to 123 feet east of 10th Street; Howard Street, south side, from 63 feet to 88 feet west of 9th Street; Howard Street, south side, from 159 feet to 199 feet west of 8th Street; Howard Street, north side, from 332 feet to 353 feet west of 7th Street; Howard Street, south side, from 27 feet to 47 feet east of Sumner Street; Howard Street, south side, from 27 feet to 47 feet east of Rausch Street; Howard Street, south side, from 52 feet to 71 feet east of Langton Street; Howard Street, north side, from 136 feet to 156 feet east of Russ Street; Howard Street, north side, from 75 feet to 95 feet west of 6th Street; Howard Street, south side, from 36 feet to 56 feet east of 7th Street; Howard Street, south side, from 344 feet to 370 feet east of 6th Street; Folsom Street, north side, from 341 feet to 361 feet east of 5th Street
- X. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 43 feet to 109 feet west of 10th Street; Howard Street, north side, from 20 feet to 54 feet east of Grace Street; Howard Street, north side, from 20 feet to 88 feet east of Washburn Street; Howard Street, south side, from 22 feet to 62 feet east of Dore Street; Howard Street, south side, from 20 feet to 42 feet east of 9th Street; Howard Street, north side, from 298 feet to 338 feet east of 9th Street; Howard Street, south side from 29 feet to 85 feet east of 9th Street; Howard Street, south side, from 79 feet to 139 feet west of 8th Street; Howard Street, north side, from

175 feet to 197 feet east of 8th Street; Howard Street, north side, from 336 feet to 372 feet east of 8th Street; Howard Street, north side, from 203 feet to 263 feet west of 7th Street; Howard Street, north side, from 13 feet to 43 feet west of 7th Street; Howard Street, south side, from 38 feet to 79 feet west of Rausch Street; Howard Street, south side, from 37 feet to 93 feet west of Langton Street; Howard Street, north side, from 63 feet to 125 feet west of Russ Street; Howard Street, north side, from 158 feet to 204 feet east of Russ Street; Howard Street, north side, from 86 feet to 126 feet west of 6th Street; Howard Street, south side, from 6 feet to 26 feet west of Moss Street; Howard Street, south side, from 20 feet to 40 feet east of Harriet Street; Howard Street, north side, from 99 feet to 119 feet east of 6th Street; Howard Street, north side, from 218 feet to 240 feet east of 6th Street; Howard Street, north side, from 160 feet to 204 feet west of Mary Street; Howard Street, north side, from 79 feet to 58 feet west of Mary Street; Howard Street, north side, from 33 feet to 96 feet west of 5th Street; Howard Street, south side, from 288 feet to 308 feet east of 6th Street; Howard Street, south side, from 404 feet to 424 feet east of 6th Street; Howard Street, south side, from 72 feet to 134 feet west of 5th Street; Howard Street, south side, from 125 feet to 165 east of 5th Street; Howard Street, south side, from 283 feet to 323 feet east of 5th Street; Folsom Street, north side, from 149 feet to 174 feet west of 10th Street; Folsom Street, north side, from 105 feet to 125 feet west of 10th Street; Folsom Street, south side, from 69 feet to 109 feet east of 11th Street; Folsom Street, south side, from 13 feet to 54 feet east of Juniper Street; Folsom Street, north side, from 3 feet to 43 feet east of Dore Street; Folsom Street, south side, from 13 feet to 51 feet east of Dore Street; Folsom Street, north side, from 13 feet to 49 feet east of 9th Street; Folsom Street, north side, from 162 feet to 179 feet east of 9th Street; Folsom Street, north side, from 221 feet to 251 feet east of 9th Street; Folsom Street, north side, from 264 feet to 285 feet east of 9th Street; Folsom Street, south side, from 127 feet to 155 feet east of 9th Street; Folsom Street, south side, from 241 feet to 281 feet east of 9th Street; Folsom Street, north side, from 46 feet to 84 feet east of 8th Street; Folsom Street, north side, from 144 feet to 182 feet east of 8th Street; Folsom Street, north side, from 29 feet to 69 feet west of 8th Street; Folsom Street, north side, from 32 feet to 82 feet east of Langton Street; Folsom Street, south side, from 74 feet to 114 feet west of Hallam Street; Folsom Street, south side, from 9 feet to 55 feet east of Hallam Street; Folsom Street, north side, from 36 feet to 60 feet east of 7th Street; Folsom Street, north side, from 2 feet to 39 feet east of Moss Street; Folsom Street, south side, from 37 feet to 75 feet west of Sherman Street; Folsom Street, north side from 272 feet to 289 feet east of 6th Street; Folsom Street, north side from 154 feet to 174 feet west of 5th Street; Folsom Street, north side from 231 feet to 252 feet west of 5th Street; Folsom Street, south side, from 151 feet to 174 feet west of Falmouth Street; Folsom Street, south side, from 93 feet to 116 feet west of Falmouth Street; Folsom Street, north side, from 274 feet to 318 feet east of 5th Street; Folsom Street, south side, from 165 feet to 205 feet east of 5th Street; Folsom Street, south side, from 142 feet to 202 feet west of 3rd Street; Folsom Street, north side, from 30 feet to 93 feet west of Hawthorne Street; Folsom Street, north side, from 130 feet to 170 feet east of Hawthorne Street; Folsom Street, south side, from 180 feet to 201 feet east of 3rd Street

- Y. RESCIND – METERED GREEN ZONE, 30 MINUTES, 7 AM TO 9 PM, MONDAY THROUGH SATURDAY - Folsom Street, south side, from 107 feet to 128 feet west of 4th Street

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- Z. ESTABLISH – METERED GREEN ZONE, 30 MINUTES, 7 AM TO 9 PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 200 feet to 200 feet east of 11th Street; Howard Street, south side, from 269 feet to 291 feet east of 9th Street; Howard Street, north side, from 398 feet to 419 feet east of 9th Street; Howard Street, south side, from 306 feet to 346 feet west of 5th Street; Howard Street, south side, from 66 feet to 106 feet west of 5th Street; Folsom Street, south side, from 56 feet to 76 feet west of 10th Street; Folsom Street, north side, from 111 feet to 130 feet east of Hawthorne Street
- AA. ESTABLISH – BIKE CORRAL - Howard Street, south side, from 139 feet to 159 feet west of 8th Street
- BB. ESTABLISH – METERED YELLOW ZONE, TRUCK LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 13 feet to 43 feet west of 7th Street
- CC. RESCIND – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES - Howard Street, north side, from 114 feet to 136 feet east of Russ Street
- DD. RESCIND – WHITE ZONE, PASSENGER LOADING, 7 AM TO 10 AM, DAILY - Howard Street, south side, from 53 feet to 71 feet west of 4th Street; Folsom Street, south side, from 211 feet to 261 feet west of 5th Street; Folsom Street, south side, from 155 feet to 195 feet west of 4th Street; Folsom Street, south side, from 171 feet to 196 feet east of Mabini Street
- EE. RESCIND – WHITE ZONE, PASSENGER LOADING, 8 AM TO 10 AM AND 3 PM TO 6 PM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 241 feet to 277 feet east of 9th Street
- FF. RESCIND – WHITE ZONE, PASSENGER LOADING, 5 PM TO 1 AM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 111 feet to 151 feet west of 5th Street
- GG. RESCIND – WHITE ZONE, PASSENGER LOADING, 11 AM TO 10 PM, DAILY - Folsom Street, north side, from 157 feet to 201 feet west of 4th Street
- HH. RESCIND – WHITE ZONE, PASSENGER LOADING, 7 AM TO 1 0AM AND 3 PM TO 5:30 PM, MONDAY THROUGH FRIDAY - Folsom Street, north side, from 14 feet to 92 feet east of Hawthorne Street
- II. RESCIND – WHITE ZONE, PASSENGER LOADING, 4 PM TO 11 PM, MONDAY THROUGH SATURDAY - Folsom Street, north side, from 67 feet to 92 feet west of 2nd Street
- JJ. RESCIND – WHITE ZONE, SHUTTLE BUS LOADING, 6 AM TO 7 PM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 93 feet to 115 feet east of Hawthorne Street
- KK. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES - Howard Street, north side, from 98 feet to 118 feet east of Russ Street; Howard Street, south side, from 25 feet to 63 feet west of 6th Street; Folsom street, south side, from 28 feet to 62 feet west of 3rd Street; Folsom Street, south side, from 138 feet to 198 feet east of Hawthorne Street
- LL. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 9 AM AND 4 PM TO 7 PM, MONDAY THROUGH FRIDAY - Howard Street, south side, from 199 feet to 287 feet east of 11th Street
- MM. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 5 PM, MONDAY

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- THROUGH FRIDAY - Howard Street, south side, from 386 feet to 426 feet west of 4th Street
- NN. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 10 PM, DAILY - Howard Street, south side, from 36 feet to 66 feet west of 5th Street; Folsom Street, south side, from 343 feet to 383 feet east of 5th Street; Folsom Street, south side, from 260 feet to 305 feet west of 4th Street; Folsom Street, south side, from 149 feet to 180 feet east of Mabini Street
- OO. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 1 AM, DAILY - Folsom Street, south side, from 120 feet to 173 feet west of 5th Street
- PP. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 10 AM AND 3 PM TO 6 PM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 281 feet to 320 feet east of 9th Street
- QQ. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 11 AM TO 10 PM, DAILY - Folsom Street, north side, from 298 feet to 323 feet west of 4th Street
- RR. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 6 AM TO 7 PM, DAILY - Folsom Street, north side, 21 feet to 116 feet east of 4th Street
- SS. RESCIND – BIKE SHARE STATION - Howard Street, north side, from 11 feet to 93 feet east of Mary Street
- TT. ESTABLISH – BIKE SHARE STATION - Howard Street, south side, from 10 feet to 154 feet east of 8th Street; Howard Street, south side, from 134 feet to 230 feet west of 5th Street; Howard Street, south side, from 23 feet to 123 feet east of 5th Street

STAKEHOLDER ENGAGEMENT

Door-to-Door Outreach

Between Fall 2016 and Spring 2019, SFMTA staff performed door-to-door outreach to businesses along Howard Street and Folsom Street to raise awareness about the streetscape project. Staff met with 110 out of 165 businesses along the two corridors to introduce the project, share conceptual designs, understand preferences, conduct loading surveys, and inform business owners and merchants of the proposed changes to the streets. Merchants and business owners raised concerns over the loss of parking and loading spaces but stated that commercial loading zones were more important than parking spaces. One exception was businesses in the auto repair industry which felt that the loss general parking spaces would be a challenge.

To understand where new or relocated commercial loading zones would be most suited, staff shared a loading survey asking businesses to describe existing loading practices and identify any possibilities for curbside management improvement and color curbs. As a result, commercial loading zone changes were proposed with the project. These proposed locations for new or relocated commercial loading zones were shared with the business owners to ensure the curbside management changes met their needs. While some business owners agreed with the locations of new or relocated commercial loading zones, others preferred general parking and, in those instances, general parking was retained.

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During follow-up meetings with businesses along the project corridors, staff shared the proposed designs for each block of the project so business owners understood the changes to the roadway and parking and loading with the proposed project. Some business owners raised concerns with traffic and congestion but understood that safety for all roadway users was a goal and priority for the project.

From the project's inception, staff conducted door-to-door outreach and maintained consistent contact with business owners. Staff worked with businesses owners and merchants to modify designs based on direct input and comprises were understood and made collaboratively. Additionally, near-term parking protected bike lane and parking and loading changes on Folsom Street between 11th Street and Falmouth Street and Howard Street between 6th Street and 11th Street alleviated some concerns on how a curbside bikeway and loading and parking would function in the streetscape project.

Stakeholder Meetings

Staff conducted over 120 targeted stakeholder meetings with the following community and advocacy groups: WalkSF, San Francisco Bike Coalition, San Francisco Transit Riders, SOMCAN, West Bay Pilipino Cultural Center, United Playaz, Building Owners and Managers Association of San Francisco (BOMA SF), TODCO, Yerba Buena Alliance, Yerba Buena Community Benefits District, SPUR, Bessie Carmichael Elementary School, Western SoMa Voice, Folsom Street Fair, Chamber of Commerce, InterContinental Hotel, Moscone Center, SF Travel, and the District 6 Supervisor's Office.

Initial stakeholder meetings were held at the beginning of the Planning Phase to introduce the project and share with the various groups how they could influence the design and have their perspective considered. These initial meetings were held before conceptual designs were developed and allowed staff and stakeholders to build foundations of trust in the project, City staff, and project process while developing project goals together.

Through three years of outreach, staff has been able to incorporate design preferences from stakeholders. Initial concerns focused around vehicle congestion, the side of the street the bikeways would be constructed, and parking and loading loss. SF Travel, Moscone Center, and the InterContinental Hotel were concerned that the Howard Street bikeway would be constructed on the north side of the street where those two of these three stakeholders are located. Staff agreed with SF Travel, Moscone Center, and the InterContinental Hotel that the south side of the street would be the best location for the bikeway and the three stakeholders support the project.

The Folsom Street Fair raised concerns about raised elements in the roadway such as concrete buffers between the bikeway and the parking lane and bulbouts on Folsom Street between 11th Street and 8th Street as they would have the potential to create a tripping hazard for attendees of their annual event. Staff considered the logistics and operational needs of the Folsom Street Fair and suggested a striped buffer with plastic delineators between the bikeway and parked vehicles for this section of Folsom Street. Staff still included transit boarding islands as they will improve Muni efficiency and

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reliability. The Folsom Street Fair and staff agreed to these design modifications and are supportive of the project.

WalkSF, San Francisco Bike Coalition, San Francisco Transit Riders, SOMCAN, West Bay Pilipino Cultural Center, United Playaz, Building Owners and Managers Association of San Francisco (BOMA SF), TODCO, Yerba Buena Alliance, Yerba Buena Community Benefits District, SPUR, Bessie Carmichael Elementary School, Western SoMa Voice, and the District 6 Supervisor's Office have been supportive of the project since the beginning of Planning Phase. Individual meetings with these stakeholder groups provided suggestions for revised designs to the bikeways, pedestrian improvements, transit upgrades, locations and ideas for public realm improvements, and curbside management preferences.

Outreach during the Detailed Design Phase to update stakeholder groups on the progression of the construction drawings, any design changes, Muni service changes, and construction schedule will continue as information becomes available. Construction is estimated to start in 2021 and be completed by 2023.

Informational Open House Sessions

Six informational open house sessions were held during the planning and preliminary engineering phases of the project. The initial open house sessions December 8th and 10th 2016, were held at the SoMa Recreation Center and introduced the project to the public, collision history information in SoMa, and requested initial input from the public about safer street designs and amenities along the two streets within the study area. Approximately 120 people attended the two sessions. Attendees were asked for their preferences on possible transportation improvements, design elements they preferred, and any suggestions for public realm or transportation improvements. In general, the attendees expressed a preference for fully protected bikeways along roadway segments and at intersections, wider sidewalks, landscaping and trees, and streetscape elements such as seating or public art. This feedback was considered when developing conceptual alternatives for the second open house. The second open house sessions were held April 27th and 29th 2017, at Bessie Carmichael Elementary School and staff shared what was heard from the first set of open houses, proposed four alternatives for the streets, and asked the public for feedback on the alternatives. Approximately 160 people attended the two sessions. Attendees were asked for their preferences between four conceptual alternatives developed by staff from input at the first open house sessions: bicycle connectivity, wider sidewalks, transit-focused, and two-way traffic. Responses indicated positive support for the bicycle connectivity, wider sidewalks, and transit-focused alternatives but little support for the two-way vehicle alternative. Attendees also expressed a preference for a landscaped concrete median between the bikeway and parking lane rather than wider sidewalks and indicated priority locations for new midblock traffic signals. Staff reviewed all of the feedback from the open house sessions to develop a preferred project which was shared with the public at the third open house sessions.

The final open house sessions were held January 26th and 30th 2019, at Bessie Carmichael Elementary to share the draft proposals for the two streets and allow for minor feedback from the

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public. Approximately 120 people attended the two sessions. Feedback on the preferred project design included extending the two-way bikeway design on Folsom Street from 8th Street to 2nd Street and extending bike lane markings through intersections. Following the open house sessions, staff recommended extending the two-way bikeway on Folsom Street from 8th Street to 2nd Street resulting in a two-way bikeway for the full extent of the project limits on Folsom Street between 11th Street and 2nd Street. Staff is also considering bike lane striping through the intersection but decisions on that policy will be made during the Detailed Design Phase.

To notify the public of the open houses, a total of approximately 27,000 postcards for the six open house sessions were sent to all addresses within a one block radius of Folsom Street and Howard Street and 600 posters promoting the open houses sessions were posted along the project corridor. Approximately 400 members of the community attended the open house sessions and represented the local residents, business owners, and employees as well as those who bike, walk, and ride transit through the South of Market Neighborhood. Attendees included students from Bessie Carmichael Elementary School, membership from SOMCAN, Westbay Filipino Center, Western SoMa Voice, Yerba Buena Alliance, United Playaz, as well as representatives from SF Travel the Supervisor's Office.

San Francisco Fire Department

Beginning in spring 2018, SFMTA staff and the San Francisco Fire Department (SFFD) met multiple times to discuss the streetscape and parking protected bikeway designs along Folsom Street and Howard Street. These meetings consisted of walking the project corridors with SFFD staff to identify design modifications to accommodate preferences from SFFD based on adjacent building height and possible staging areas for trucks and revising protected bike lane and bike lane buffer widths in consultation with SFFD to better accommodate fire vehicles. Through these discussions and field meetings, SFFD and SFMTA staff developed a streetscape design that meets the needs of SFFD emergency response and the SFTMA's safety goals for the project.

At the March 28th, 2019 Transportation Advisory Staff Committee meeting, SFFD had no objections to the two-way parking protected bike lanes on Folsom Street between 2nd Street and 11th Street and on Howard Street between 4th Street and 11th Street.

ALTERNATIVES CONSIDERED

The Central SoMa Plan Environmental Impact Report (EIR) is a planning and environmental review document that examines land use and transportation changes in SoMa to be implemented by 2040. To accommodate increases in residents and employees in SoMa, the Central SoMa Plan EIR recommends improvements to the transportation network to facilitate the movements of goods and people in this area of San Francisco. The Central SoMa Plan EIR evaluated two options for the transportation and roadway redesign of Folsom Street and Howard Street in the Folsom-Howard Streetscape Project area: (1) keeping Folsom and Howard one-way for vehicles, and (2) converting the streets to two-way operation. The document does not recommend one option over the other.

As part of the Folsom-Howard Streetscape Project Planning and Preliminary Engineering phases, SFMTA staff considered different alternatives based on conceptual designs in the Central SoMa Plan, public input, SFMTA transportation goals and objectives, and project budget consideration.

Central SoMa Plan – One-Way Option. The Central SoMa Plan – One-way Option would include two vehicle travel lanes during off-peak periods and three vehicle lanes during peak periods. A two-way bikeway would be present adjacent to the south curb. Parking and loading would occur at all times adjacent to the two-way bikeway and during off-peak periods along the north side of the street. The north sidewalk along Howard Street would be widened to 15 feet. On Folsom Street, a two-way cycletrack would be included along the north curb with two vehicle travel lanes. During peak periods, a transit only lane would be present along the south side of the street restricting parking and loading. Parking and loading would be present at all times along the north side of the curb and the south sidewalk would be widened to 15 feet. Parking and loading would be restricted during peak periods for certain sides of Folsom Street and Howard Street, a potential challenge for merchants and business owners. Sidewalk widening alone would cost approximately \$95 million and affect the possibility of other transportation improvements such as concrete medians between bike lanes and traffic signal upgrades. As such, this option was not selected for the Folsom-Howard Streetscape Project.

Central SoMa Plan – Two-Way Option. The Central SoMa Plan – Two-Way Option would include two-way vehicle operation for Folsom Street and Howard Street. Between 11th and 4th Street, Folsom Street would have one lane of vehicle travel and one protected bike lane in each direction. Left turns onto cross streets would not be permitted (except for taxis and buses). Parking and loading would occur at all times on one side of the street while loading bays cut into the sidewalk would provide loading space on the opposite side. Sidewalks would be widened to between 15 and 18 feet. Between 4th Street and 2nd Street, Folsom Street would have one lane of vehicle traffic and a protected bikeway in each direction and a transit only lane in the eastbound direction. Parking would be permitted adjacent to each bikeway. Howard Street would have two westbound and two eastbound vehicle travel lanes and bike lanes in each direction. Between 4th Street and 6th Street, parking would occur along either the north or south curb. Between 6th Street and 11th Street, a floating bicycle lane would either be adjacent to the curb or adjacent to the parking lane depending on the time of day. In either case, the bike lane would not be protected. Parking and loading restrictions during peak periods would be a challenge for merchants and business owners. Sidewalk widening would cost approximately \$105 million and affect the possibility of other transportation improvements such as concrete medians between bike lanes and traffic signal upgrades. As such, this option was not selected.

SFMTA Consideration - Wide Sidewalks Alternative. The Wide Sidewalks Alternative would widen sidewalks on both sides of the street to 15 feet wide and provide one-way parking protected bikeways on Folsom and Howard streets. Vehicular traffic would be one-way with two lanes on both streets and parking and loading during off-peak periods. During peak periods, one side of parking and loading on Folsom Street would be restricted for a transit only lane. On Howard Street, one side of parking and loading would be restricted during peak periods for an additional lane of vehicle traffic. Preliminary cost estimates for sidewalk widening on both sides of the street for the project

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extents on Folsom and Howard streets would be approximately \$190 million and limit the level of improvements and upgrades for traffic signals, raised separation between the bike lane and parking, and would not allow bulbouts into Folsom or Howard street. At all times, parking and loading would only be possible on one of the streets as the other side would include a peak period transit only lane or a peak period vehicle travel lane. This would make parking and loading activities along the project corridors challenging for merchants and store owners. As such, this alternative was not selected.

SFMTA Consideration - Bicycle Connectivity Alternative. The Bicycle Connectivity Alternative would include two-way parking protected bikeways along Folsom Street and Howard Street and three of the four sidewalks widened to 15 feet along the corridors. Vehicle traffic would be one-way on both streets while peak period parking and loading would be restricted on one side of Folsom Street for a transit only lane and one side of Howard Street for an additional vehicle travel lane. Bulbouts into Folsom Street and Howard Street would not be possible and sidewalk widening to 15 feet would cost approximately \$150 million. At all times, parking and loading would not be possible on both sides of the street, making those activities along the project corridors challenging for merchants and store owners. As such, this alternative was not selected.

SFMTA Consideration - Transit-Focused Alternative. A Transit-Focused Alternative would provide a permanent transit only lane on Folsom Street and one-way parking protected bike lanes on both Folsom and Howard streets. On Folsom Street, parking would be maintained at all times on both sides of the street and sidewalks could be widened by two to three feet. On Howard Street, sidewalks could be widened to 15 feet and one side of parking and loading would be restricted to allow for a third travel lane during peak periods. Preliminary cost estimates indicate that sidewalk widening would be approximately \$190 million and affect the possibility of other transportation improvements such as concrete medians between bike lanes and traffic signal upgrades. A two-way lane on Howard Street would preclude bulbouts into one side of the street. Parking and loading would not be possible at all times on both sides of the street, making those activities along the project corridor challenging for merchants and store owners. As such, this alternative was not selected.

SFMTA Consideration - Two-Way Traffic Alternative. A Two-Way Traffic Alternative would provide two-way vehicle traffic on Folsom Street and Howard Street. On Folsom Street, a parking protected bike lane would be implemented in each direction and parking and loading would be provided at all times on both sides of the street. Transit would operate on Folsom Street in a mixed-flow vehicle travel lane and sidewalks would remain 10 feet. Howard Street would consist of two vehicle lanes in each direction with parking and loading on one side of the street. Sidewalks on Howard Street would be widened to 15 feet on both sides of the street. Left turns from Folsom Street to side streets would be restricted at all intersections. Two-way vehicle traffic operations would result in increased congestion and decreased intersection operations. It is expected that transit operations and reliability would decrease as transit would be required to operate in a single mixed vehicle lane. Parking and loading on one side of Howard Street would be restricted at all times, making those activities challenging for merchants and store owners. Preliminary cost estimates indicate that sidewalk widening would be approximately \$85 million As such, this alternative was

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not selected.

No Project Alternative. A No Project Alternative would not address the safety concerns along the two streets and would not help the City and County of San Francisco meet its Vision Zero goals. As such, this alternative was not selected.

FUNDING IMPACT

This project is in the Streets Capital Program of the SFMTA’s 2019-2023 Capital Improvement Program with a budget of \$35,900,733. The planning/preliminary engineering phase was funded with Population Baseline and Interagency Plan Implementation Committee (IPIC) Eastern Neighborhood funds (developer impact fees). Funding for the detailed design and construction phases is programmed from IPIC Eastern Neighborhood funds (developer impact fees). Total available funding through the IPIC Eastern Neighborhood source is \$28,000,000. Additional funding for the construction phase is expected to come from SFCTA Prop K sales tax and the award of a grant from the next round of the Caltrans Active Transportation Program. A final project construction cost estimate will be determined during the detailed design phase.

- Planning \$203,000
- Preliminary Engineering \$1,097,000
- Detailed Design \$500,000
- Construction \$34,052,733
- Total \$35,900,733

ENVIRONMENTAL REVIEW

Folsom-Howard Bike Lanes Pilot Project (Planning Case No. 2017-002105ENV)

CEQA provides a categorical exemption from environmental review for basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded.

On September 18, 2017, the Planning Department determined (Planning Case No. 2017-002105ENV) that the Folsom-Howard Bike Lanes Pilot Project, an 18-month Pilot Program, is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15306 (Information Collection).

The Folsom portion, from 11th to Falmouth streets, of the Folsom-Howard Bike Lanes Pilot Project has been implemented and data has been collected and used to inform the proposed Folsom-Howard Streetscape Project (Items A-TT).

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Howard Street Near-Term Pilot Project (2018-012198ENV)

The Howard Street Near-Term Pilot Project was previously included in the Folsom-Howard Bike Lanes Pilot (Planning Case No. 2017-002105ENV). However, further review by the San Francisco Fire Department (SFFD) was required for the Howard Street portion, and only the Folsom Street portion, from 11th to Falmouth streets, was installed. The Howard Street Near-Term Pilot Project included revisions to the previous design based on SFFD review and outreach by SFMTA.

On September 12, 2018, the Planning Department determined (Planning Case No. 2018-012198ENV) that the Howard Near-Term Pilot Project, an 18-month Pilot Program, is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15306 (Information Collection).

Modifications to Howard Street Near-Term Pilot Project

On March 19, 2019, at the SFMTA Board meeting, Chair Heinicke introduced the following motion for consideration: Authorizing the Director of Transportation to install a parking protected bike lane on Howard Street between 4th and 6th streets not later than April 18, 2019, and to install a protected bike lane on Howard Street between 3rd Street and 4th Street not later than April 18, 2019 or within two weeks following the completion of Moscone Center construction activity, whichever is later. The motion was adopted unanimously by the Board.

On April 12, 2019, the Planning Department determined that the expansion of the Howard Street Near-Term Pilot Project to include Howard Street between 6th to 3rd Street per the SFMTA Board motion did not constitute a substantial modification and no further environmental review is necessary.

The Howard Street Near-Term Pilot Project has been implemented and data has been collected to inform the proposed Folsom-Howard Streetscape Project (Items A-TT) and would continue to be collected.

Folsom-Howard Streetscape Project (Items A-TT)

On May 10, 2018, the San Francisco Planning Commission in Motion 20182 certified the Central SoMa Plan Final Environmental Impact Report (Central SoMa FEIR) and in Motion 20183 adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP).

On April 12, 2019, the Planning Department determined that the Folsom-Howard Streetscape Project (Planning Case No. 2011.1356E) is within the scope of the Central SoMa Plan EIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project. As part of the approval of the proposed Folsom-Howard Streetscape Project, the SFMTA Board of Directors adopts the Central SoMa

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CEQA findings as its own, including the mitigation measures applicable to the proposed Folsom-Howard Streetscape Project (M-TR-4: Upgrade Central SoMa Area Crosswalks; M-ALT-TR-2: Upgrade Additional Central SoMa Area Crosswalks; Mitigation Measure M-TR-9: Construction Management Plan and Construction Coordination; M-NO-2a: General Construction Noise Control Measures; M-AQ-6b: Construction Emissions Minimization Plan); the SFMTA Board of Directors adopts these mitigation measures as conditions of this approval.

The Planning Department's determinations, a copy of the Planning Commission Resolutions, Board of Supervisors Motion, the CEQA findings, and the CEQA determination related to the Project are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Certain final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf. The proposed parking and traffic modifications are not subject to BOS review because they are a part of, and directly related to, a large infrastructure project with a budget of over \$10 million.

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

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve two parking protected bikeways, transit, and parking and traffic modifications on Folsom Street between 2nd Street and 11th Street and on Howard Street between 4th Street and 11th Street, as set forth in Items A-TT above; and amend Transportation Code, Division II, Section 601 to create a transit only lane on Folsom Street, eastbound, from 10th Street to Mabini Street, to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor and increase transit performance as part of the Folsom-Howard Streetscape Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on Folsom Street and Howard Street; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritized non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to addressing safety issues on Folsom and Howard Streets, where there have been 393 injury collisions and five fatalities in the last five years; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of two-way parking protected bikeways, transit improvements, and parking and traffic modifications along Folsom Street between 2nd Street and 11th Street and on Howard Street between 4th Street and 11th Street as follows:

- A. RESCIND – CLASS IV PROTECTED BIKEWAY - Howard Street, westbound, north side, between 11th Street and 4th Street (Class IV Parking Protected Bikeway)
- B. ESTABLISH – CLASS IV PROTECTED BIKEWAY - Howard Street, eastbound and westbound, south side, between 11th Street and 4th Street (Class IV Parking Protected Bikeway); Folsom Street, eastbound and westbound, south side, between 11th Street and 2nd Street (Class IV Parking Protected Bikeway)
- C. RESCIND – BUS ZONE – TOW-AWAY, NO STOPPING ANYTIME - Folsom Street, south side, from 4th Street to 103 feet easterly (relocated to near side of intersection)
- D. RESCIND – TOW-AWAY, NO STOPPING ANYTIME - Folsom Street, south side, from 85 feet to 140 feet east of 6th Street (mid-block bus stop/boarding island, relocated to far side at 6th Street)
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Folsom Street, south side, from 5 feet to 130 feet east of 8th Street (extends existing 8th/Folsom far side boarding island); Folsom Street, south side, from 5 feet to 73 feet east of 7th Street (extends existing 7th/Folsom far side boarding island); Folsom Street, south side, from 7 feet to 150 feet east of 6th Street (relocates and extends existing mid-block boarding island between 6th Street and 5th Street); Folsom Street, south side, from 5 feet to 91 feet east of 5th Street (5th/Folsom far side boarding island); Folsom Street, north side, from 10 feet to 140 feet west of 4th Street (4th/Folsom near side boarding island); Folsom Street, north side, from 6 feet to 166 feet east of 3rd Street (extends existing 3rd/Folsom far side boarding island)
- F. RESCIND – TOW-AWAY, NO STOPPING ANYTIME - Howard Street, south side, from 10th Street to 17 feet westerly (6-foot bulb); Howard Street, south side, from 4th Street to 20 feet westerly (6-foot bulb); Folsom Street, north side, from 6th Street to 27 feet westerly (9-

- foot bulb); Folsom Street, south side, from 6th Street to 27 feet westerly (9-foot bulb); Folsom Street, north side, from 4th Street to 32 feet easterly (9-foot bulb)
- G. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Howard Street, north side, from 10th Street to 43 feet westerly (6-foot bulb); 10th Street, west side, from Howard Street to 31 feet northerly (6-foot bulb); 10th Street, east side, from Howard Street to 22 feet northerly (6-foot bulb); Howard Street, north side, from 10th Street to 30 feet easterly (6-foot bulb); Howard Street, north side, from 9th Street to 26 feet westerly (6-foot bulb); 9th Street, west side, from Howard Street to 11 feet northerly (6-foot bulb); 9th Street, west side, from Howard Street to 30 feet southerly (6-foot bulb); Howard Street, north side, from 8th Street to 19 feet westerly (6-foot bulb); 8th Street, east side, from Howard Street to 32 feet northerly (6-foot bulb); Howard Street, north side, from 8th Street to 49 feet easterly (6-foot bulb); 8th Street, east side, from Howard Street to 8 feet southerly (6-foot bulb); Howard Street, north side, from 269 feet to 324 feet west of 8th Street (6-foot bulb); Howard Street, north side, from 7th Street to 13 feet westerly (6-foot bulb); 7th Street, west side, from Howard Street to 22 feet northerly (6-foot bulb); Howard Street, north side, from Russ Street to 51 feet westerly (6-foot bulb); Howard Street, north side, from Russ Street to 58 feet easterly (6-foot bulb); Howard Street, north side, from 6th Street to 41 feet easterly (6-foot bulb); Howard Street, north side, from Mary Street to 31 feet westerly (6-foot bulb); Howard Street, north side, from 5th Street to 33 feet westerly (6-foot bulb); 5th Street, west side, from Howard Street to 68 feet northerly (6-foot bulb); 10th Street, west side, from Folsom Street to 25 feet northerly (6-foot bulb); 10th Street, west side, from Folsom Street to 31 feet southerly (6-foot bulb); 8th Street, east side, from Folsom Street to 54 feet northerly (6-foot bulb); Folsom Street, north side, from 8th Street to 46 feet easterly (6-foot bulb); Folsom Street, north side, from Rausch Street to 29 feet westerly (6-foot bulb); Folsom Street, north side, from Rausch Street to 28 feet easterly (6-foot bulb); Folsom Street, north side, from 7th Street to 82 feet westerly (6-foot bulb); 8th Street, east side, from Folsom Street to 25 feet southerly (6-foot bulb); 7th Street, west side, from Folsom Street to 26 feet southerly (6-foot bulb); Folsom Street, north side, from 7th Street to 36 feet easterly (6-foot bulb); Folsom Street, north side, from Russ Street to 57 feet westerly (6-foot bulb); Folsom Street, north side, from Russ Street to 95 feet easterly (6-foot bulb); Folsom Street, north side, from 6th Street to 40 feet westerly (6-foot bulb); Folsom Street, north side, from 6th Street to 27 feet easterly (6-foot bulb); Folsom Street, north side, from 379 feet to 574 feet east of 6th Street (6-foot bulb); Folsom Street, north side, from 5th Street to 34 feet westerly (6-foot bulb); Folsom Street, north side, from 5th Street to 58 feet easterly (6-foot bulb); Folsom Street, north side, from 4th Street to 21 feet easterly (6-foot bulb); Folsom Street, north side, from 226 feet to 327 feet east of 4th Street (6-foot bulb); Folsom Street, north side, from Hawthorne Street to 30 feet westerly (6-foot bulb)
- H. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME - Howard Street, north side, from 11th Street to 25 feet easterly; Howard Street, north side, from 372 feet to 462 feet east of 8th Street; Howard Street, south side, from 7th Street to 40 feet westerly; Howard Street, south side, from Moss Street to 6 feet westerly; Howard Street, south side, from Moss Street to 9 feet easterly; Howard Street, south side, from 80 feet to 101 feet east of Ross Street; Howard Street, north side, from Mary Street to 37 feet easterly; Howard Street, north side, from 5th Street to 40 feet easterly; Folsom Street, north side, from 11th Street to 5 feet easterly; Folsom

Street, north side, from 143 feet to 174 feet east of 11th Street; Folsom Street, north side, from 10th Street to 27 feet westerly; Folsom Street, south side, from Juniper Street to 13 feet easterly; Folsom Street, south side, from 10th Street to 56 feet westerly; Folsom Street, north side, from 10th Street to 95 feet easterly; Folsom Street, north side, from Dore Street to 3 feet easterly; Folsom Street, south side, from 10th Street to Dore Street; Folsom Street, south side, from Dore Street to 13 feet easterly; Folsom Street, south side, from 9th Street to 35 feet westerly; Folsom Street, north side, from 9th Street to 13 feet easterly; Folsom Street, north side, from 137 feet to 193 feet west of 8th Street; Folsom Street, north side, from 8th Street to 30 feet westerly; Folsom Street, north side, from Langton Street to 15 feet westerly; Folsom Street, north side, from Langton Street to 32 feet easterly; Folsom Street, south side, from Rodgers Street to 52 feet westerly; Folsom Street, south side, from 60 feet to 114 feet east of Rodgers Street; Folsom Street, south side, from Hallam Street to 9 feet easterly; Folsom Street, south side, from 55 feet to 99 feet east of Hallam Street; Folsom Street, south side, from Langton Street to 19 feet westerly; Folsom Street, south side, from Langton Street to 60 feet easterly; Folsom Street, south side, from 7th Street to 61 feet westerly; Folsom Street, north side, from Moss Street to 22 feet westerly; Folsom Street, north side, from Moss Street to 2 feet easterly; Folsom Street, north side, from Harriet Street to 18 feet westerly; Folsom Street, south side, from 73 feet to 200 feet east of 7th Street; Folsom Street, south side, from Sherman Street to 19 feet westerly; Folsom Street, south side, from Falmouth Street to 93 feet westerly; Folsom Street, south side, from Mabini Street to 54 feet westerly; Folsom Street, south side, from 3rd Street to 28 feet westerly; Folsom Street, north side, from 93 feet to 117 feet west of Hawthorne Street; Folsom Street, south side, from 108 feet to 138 feet east of Hawthorne Street

- I. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Howard Street, south side, from 11th Street to 160 feet easterly; Howard Street, south side, from 10th Street to 128 feet westerly; Howard Street, south side, from 10th Street to 105 feet easterly; Howard Street, south side, from Dore Street to 22 feet westerly; Howard Street, south side, from Dore Street to 22 feet easterly; Howard Street, south side, from 9th Street to 20 feet westerly; Howard Street, north side, from 9th Street to 194 feet easterly; Howard Street, south side, from 193 feet to 248 feet east of 9th Street; Howard Street, south side, from 8th Street to 79 feet westerly; Howard Street, south side, from Rausch Street to 38 feet westerly; Howard Street, south side, from Rausch Street to 27 feet easterly; Howard Street, south side, from Langton Street to 37 feet westerly; Howard Street, south side, from Langton Street to 52 feet easterly; Howard Street, north side, from 7th Street to 151 feet easterly; Howard Street, south side, from 7th Street to 41 feet easterly; Howard Street, south side, from Russ Street to 93 feet westerly; Howard Street, south side, from Moss Street to 40 feet easterly; Howard Street, south side, from Harriet Street to 17 feet westerly; Howard Street, south side, from Harriet Street to 20 feet easterly; Howard Street, south side, from 230 feet to 402 feet west of 5th Street; Howard Street, south side, from 6th Street to 250 feet easterly; Howard Street, south side, from 5th Street to 72 feet westerly; Howard Street, north side, from 5th Street to 36 feet easterly; Howard Street, south side, from 5th Street to 125 feet easterly; Howard Street, south side, from 323 feet to 400 feet east of 5th Street; Howard Street, south side, from 8th Street to Sumner Street; Howard Street, south side, from 6th Street to 250 feet easterly; Howard Street, south side, from 5th Street to 125 feet easterly; Folsom Street, north side, from 9th Street to

105 feet westerly; Folsom Street, south side, from 8th Street to 230 feet westerly; Folsom Street, south side from Hallam Street to 74 feet westerly; Folsom Street, south side, from Sherman Street to Columbia Square; Folsom Street, south side, from 6th Street to 61 feet westerly; Folsom Street, south side, from Falmouth Street to 192 feet easterly; Folsom Street, south side, from 5th Street to 120 feet westerly; Folsom Street, north side, from 4th Street to 228 feet westerly; Folsom Street, south side, from 383 feet to 441 feet east of 5th Street; Folsom Street, south side, from 4th Street to 260 feet westerly; Folsom Street, south side, from 4th Street to 44 feet easterly; Folsom Street, south side, from Mabini Street to 29 feet easterly; Folsom Street, north side, from 3rd Street to 177 feet westerly; Folsom Street, north side, from 2nd Street to 200 feet westerly; Folsom Street, south side, from Hawthorne Street to 187 feet westerly; Folsom Street, south side, from Hawthorne Street to 26 feet easterly; Folsom Street, south side, from 2nd Street to 198 feet westerly

- J. ESTABLISH – RIGHT LANE MUST TURN RIGHT - Howard Street, westbound, from 9th Street to 194 feet easterly; Howard Street, westbound, from 7th Street to 151 feet easterly; Folsom Street, eastbound, from 8th Street to 221 feet westerly; Folsom Street, eastbound, from 6th Street to 61 feet westerly; Folsom Street, eastbound, from 5th Street to 120 feet westerly; Folsom Street, eastbound, from 4th Street to 260 feet westerly; Folsom Street, eastbound, from Hawthorne Street to 187 feet westerly; Folsom Street, eastbound, from 2nd Street to 198 feet westerly
- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI - Folsom Street, eastbound, from 10th Street to Juniper Street
- L. ESTABLISH – LEFT LANE MUST TURN LEFT - Howard Street, westbound, from 11th Street to 160 feet easterly; Howard Street, westbound, from 10th Street to 105 feet easterly; Howard Street, westbound, from 8th Street to Sumner Street; Howard Street, westbound, from 6th Street to 250 feet easterly; Howard Street, westbound, from 5th Street to 125 feet easterly; Folsom Street, eastbound, from 9th Street to 105 feet westerly
- M. ESTABLISH – NO TURN ON RED - Howard Street, eastbound, at 11th Street; Howard Street, westbound, at 10th Street; 9th Street, northbound, at Howard Street; 8th Street, southbound, at Howard Street; Howard Street, westbound, at 8th Street; Rausch Street, northbound, at Howard Street; Russ Street, northbound, at Howard Street; 4th Street, southbound, at Howard Street; Folsom Street, eastbound, at 11th Street; Folsom Street, eastbound, at 10th Street; 9th Street, northbound, at Howard Street; Folsom Street, eastbound, at 6th Street; 6th Street, northbound, at Folsom Street; Folsom Street, eastbound, at Falmouth Street; Falmouth Street, northbound, at Folsom Street; Folsom Street, eastbound, at 4th Street; Folsom Street, eastbound, at Mabini Street; 3rd Street, northbound, at Folsom Street; Folsom Street, eastbound, at Hawthorne Street
- N. ESTABLISH – NO TURN ON RED EXCEPT BICYCLES - 7th Street, northbound, at Howard Street; 7th Street, northbound, at Folsom Street (for bicycle two-stage turn box); Folsom Street, eastbound, at 5th Street (for bicycle two-stage turn box); 5th Street, northbound, at Folsom Street (for bicycle two-stage turn box); Folsom Street, eastbound, at 2nd Street (for bicycle two-stage turn box); 2nd Street, northbound, at Folsom Street (for bicycle two-stage turn box)
- O. ESTABLISH – RIGHT TURN ONLY - Hallam Street, northbound, at Folsom Street
- P. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6

PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 50 feet to 68 feet east of 11th Street; Howard Street, north side, from 117 feet to 177 feet east of 11th Street; Howard Street, north side, from 109 feet to 170 feet west of 10th Street; Howard Street, south side, from 160 feet to 199 feet east of 11th Street; Howard Street, north side, from 30 feet to 106 feet east of 10th Street; Howard Street, north side, from 194 feet to 250 feet east of 9th Street; Howard Street, north side, from 217 feet to 253 feet east of 8th Street; Howard Street, north side, from 140 feet to 159 feet west of 7th Street; Howard Street, south side, from 27 feet to 83 feet east of Rausch Street; Howard Street, north side, from 151 feet to 251 feet east of 7th Street; Howard Street, north side, from 78 feet to 98 feet east of Russ Street; Howard Street, north side, from 152 feet to 170 feet west of 6th Street; Howard Street, south side, from 40 feet to 80 feet east of Russ Street; Howard Street, north side, from 41 feet to 99 feet east of 6th Street; Howard Street, north side, from 176 feet to 218 feet east of 6th Street; Howard Street, north side, from 204 feet to 262 feet west of Mary Street; Howard Street, north side, from 142 feet to 79 feet west of Mary Street; Howard Street north side, from 117 feet to 135 feet west of 5th Street; Folsom Street, north and south sides, between 11th Street and 6th Street; Folsom Street, south side, from 179 feet to 199 feet east of 6th Street; Folsom Street, south side, from 44 feet to 103 feet east of 4th Street

Q. ESTABLISH – RED ZONE - Howard Street, north side, from 68 feet to 117 feet east of 11th Street; Howard Street, north side, from 250 feet to 298 feet east of 9th Street; Howard Street, north side, from 189 feet to 213 feet west of 8th Street; Howard Street, north side, from 111 feet to 169 feet west of 8th Street; Howard Street, south side, from 85 feet to 134 feet east of 9th Street; Howard Street, north side, from 159 feet to 203 feet west of 7th Street; Howard Street, north side, from 103 feet to 140 feet west of 7th Street; Howard Street, south side, from 71 feet to 106 feet east of Langton Street; Howard Street, north side, from 251 feet to 275 feet east of 7th Street; Howard Street, south side, from 62 feet to 82 feet east of Moss Street; Howard Street, south side, from 308 feet to 366 feet east of 6th Street; Folsom Street, north side, from 41 feet to 61 feet east of 11th Street; Folsom Street, north side, from 125 feet to 149 feet west of 10th Street; Folsom Street, south side, from 51 feet to 81 feet east of Dore Street; Folsom Street, north side, from 49 feet to 66 feet east of 9th Street; Folsom Street, north side, from 108 feet to 124 feet east of 9th Street; Folsom Street, north side, from 140 feet to 162 feet east of 9th Street; Folsom Street, north side, from 197 feet to 193 feet east of 9th Street; Folsom Street, north side, from 209 feet to 221 feet east of 9th Street; Folsom Street, north side, from 251 feet to 264 feet east of 9th Street; Folsom Street, north side, from 72 feet to 90 feet west of 8th Street; Folsom Street, north side, from 105 feet to 119 feet west of 8th Street; Folsom Street, north side, from 212 feet to 228 feet west of 8th Street; Folsom Street, north side, from 249 feet to 267 feet west of 8th Street; Folsom Street, south side, from 98 feet to 127 feet east of 9th Street; Folsom Street, south side, from 213 feet to 241 feet east of 9th Street; Folsom Street, north side, from 69 feet to 97 feet west of Rausch Street; Folsom Street, south side, from 150 feet to 179 feet east of 6th Street; Folsom Street, south side, from 199 feet to 249 feet east of 6th Street; Folsom Street, south side, from 151 feet to 174 feet west of Falmouth Street; Folsom Street, south side, from 91 feet to 165 feet east of 5th Street; Folsom Street, south side, from 441 feet to 520 feet east of 5th Street; Folsom Street, south side, from 180 feet to 318 feet east of Mabini Street

R. ESTABLISH – BLUE ZONE - Howard Street, north side, from 20 feet to 42 feet west of

Washburn Street; Langton Street, west side, from 20 feet to 40 feet south of Howard Street; Howard Street, north side, from 7 feet to 27 feet west of 6th Street; Mabini Street, west side, from 10 feet to 35 feet south of Folsom Street; Folsom Street, south side, from 26 feet to 48 feet east of Hawthorne Street

- S. ESTABLISH – TRAFFIC SIGNAL - Howard Street and Rausch Street intersection; Howard Street and Mary Street intersection; Howard Street and 375 feet east of 5th Street (midblock signal between 5th Street and 4th Street); Folsom Street and Rausch Street intersection; Folsom Street and Falmouth Street intersection; Folsom Street and 450 feet east of 5th Street (midblock signal between 5th Street and 4th Street)
- T. ESTABLISH – RAISED CROSSWALK - Howard Street at Grace Street (north crossing); Howard Street at Washburn Street (north crossing)
- U. ESTABLISH – RAISED CROSSWALK AND BIKEWAY - Howard Street at Langton Street (south crossing); Howard Street at Harriet Street (south crossing); Folsom Street at Sherman Street (south crossing); Folsom Street at Columbia Square (south crossing)
- V. ESTABLISH – METERED MOTORCYCLE PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 25 feet to 50 feet east of 11th Street; Howard Street, north side, from 101 feet to 111 feet west of 8th Street; Howard Street, south side, from 248 feet to 269 feet east of 9th Street
- W. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 9 AM TO 6 PM MONDAY THROUGH SATURDAY - Howard Street, north side, from 82 feet to 154 feet west of 10th Street; Howard Street, south side, from 105 feet to 123 feet east of 10th Street; Howard Street, south side, from 63 feet to 88 feet west of 9th Street; Howard Street, south side, from 159 feet to 199 feet west of 8th Street; Howard Street, north side, from 332 feet to 353 feet west of 7th Street; Howard Street, south side, from 27 feet to 47 feet east of Sumner Street; Howard Street, south side, from 27 feet to 47 feet east of Rausch Street; Howard Street, south side, from 52 feet to 71 feet east of Langton Street; Howard Street, north side, from 136 feet to 156 feet east of Russ Street; Howard Street, north side, from 75 feet to 95 feet west of 6th Street; Howard Street, south side, from 36 feet to 56 feet east of 7th Street; Howard Street, south side, from 344 feet to 370 feet east of 6th Street; Folsom Street, north side, from 341 feet to 361 feet east of 5th Street
- X. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 43 feet to 109 feet west of 10th Street; Howard Street, north side, from 20 feet to 54 feet east of Grace Street; Howard Street, north side, from 20 feet to 88 feet east of Washburn Street; Howard Street, south side, from 22 feet to 62 feet east of Dore Street; Howard Street, south side, from 20 feet to 42 feet east of 9th Street; Howard Street, north side, from 298 feet to 338 feet east of 9th Street; Howard Street, south side from 29 feet to 85 feet east of 9th Street; Howard Street, south side, from 79 feet to 139 feet west of 8th Street; Howard Street, north side, from 175 feet to 197 feet east of 8th Street; Howard Street, north side, from 336 feet to 372 feet east of 8th Street; Howard Street, north side, from 203 feet to 263 feet west of 7th Street; Howard Street, north side, from 13 feet to 43 feet west of 7th Street; Howard Street, south side, from 38 feet to 79 feet west of Rausch Street; Howard Street, south side, from 37 feet to 93 feet west of Langton Street; Howard Street, north side, from 63 feet to 125 feet west of Russ Street; Howard Street, north side, from 158 feet to 204 feet east of Russ Street; Howard

Street, north side, from 86 feet to 126 feet west of 6th Street; Howard Street, south side, from 6 feet to 26 feet west of Moss Street; Howard Street, south side, from 20 feet to 40 feet east of Harriet Street; Howard Street, north side, from 99 feet to 119 feet east of 6th Street; Howard Street, north side, from 218 feet to 240 feet east of 6th Street; Howard Street, north side, from 160 feet to 204 feet west of Mary Street; Howard Street, north side, from 79 feet to 58 feet west of Mary Street; Howard Street, north side, from 33 feet to 96 feet west of 5th Street; Howard Street, south side, from 288 feet to 308 feet east of 6th Street; Howard Street, south side, from 404 feet to 424 feet east of 6th Street; Howard Street, south side, from 72 feet to 134 feet west of 5th Street; Howard Street, south side, from 125 feet to 165 east of 5th Street; Howard Street, south side, from 283 feet to 323 feet east of 5th Street; Folsom Street, north side, from 149 feet to 174 feet west of 10th Street; Folsom Street, north side, from 105 feet to 125 feet west of 10th Street; Folsom Street, south side, from 69 feet to 109 feet east of 11th Street; Folsom Street, south side, from 13 feet to 54 feet east of Juniper Street; Folsom Street, north side, from 3 feet to 43 feet east of Dore Street; Folsom Street, south side, from 13 feet to 51 feet east of Dore Street; Folsom Street, north side, from 13 feet to 49 feet east of 9th Street; Folsom Street, north side, from 162 feet to 179 feet east of 9th Street; Folsom Street, north side, from 221 feet to 251 feet east of 9th Street; Folsom Street, north side, from 264 feet to 285 feet east of 9th Street; Folsom Street, south side, from 127 feet to 155 feet east of 9th Street; Folsom Street, south side, from 241 feet to 281 feet east of 9th Street; Folsom Street, north side, from 46 feet to 84 feet east of 8th Street; Folsom Street, north side, from 144 feet to 182 feet east of 8th Street; Folsom Street, north side, from 29 feet to 69 feet west of Rausch Street; Folsom Street, north side, from 32 feet to 82 feet east of Langton Street; Folsom Street, south side, from 74 feet to 114 feet west of Hallam Street; Folsom Street, south side, from 9 feet to 55 feet east of Hallam Street; Folsom Street, north side, from 36 feet to 60 feet east of 7th Street; Folsom Street, north side, from 2 feet to 39 feet east of Moss Street; Folsom Street, south side, from 37 feet to 75 feet west of Sherman Street; Folsom Street, north side from 272 feet to 289 feet east of 6th Street; Folsom Street, north side from 154 feet to 174 feet west of 5th Street; Folsom Street, north side from 231 feet to 252 feet west of 5th Street; Folsom Street, south side, from 151 feet to 174 feet west of Falmouth Street; Folsom Street, south side, from 93 feet to 116 feet west of Falmouth Street; Folsom Street, north side, from 274 feet to 318 feet east of 5th Street; Folsom Street, south side, from 165 feet to 205 feet east of 5th Street; Folsom Street, south side, from 142 feet to 202 feet west of 3rd Street; Folsom Street, north side, from 30 feet to 93 feet west of Hawthorne Street; Folsom Street, north side, from 130 feet to 170 feet east of Hawthorne Street; Folsom Street, south side, from 180 feet to 201 feet east of 3rd Street

- Y. RESCIND – METERED GREEN ZONE, 30 MINUTES, 7 AM TO 9 PM, MONDAY THROUGH SATURDAY - Folsom Street, south side, from 107 feet to 128 feet west of 4th Street
- Z. ESTABLISH – METERED GREEN ZONE, 30 MINUTES, 7 AM TO 9 PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 200 feet to 200 feet east of 11th Street; Howard Street, south side, from 269 feet to 291 feet east of 9th Street; Howard Street, north side, from 398 feet to 419 feet east of 9th Street; Howard Street, south side, from 306 feet to 346 feet west of 5th Street; Howard Street, south side, from 66 feet to 106 feet west of 5th Street; Folsom Street, south side, from 56 feet to 76 feet west of 10th Street; Folsom

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- Street, north side, from 111 feet to 130 feet east of Hawthorne Street
- AA. ESTABLISH – BIKE CORRAL - Howard Street, south side, from 139 feet to 159 feet west of 8th Street
 - BB. ESTABLISH – METERED YELLOW ZONE, TRUCK LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Howard Street, north side, from 13 feet to 43 feet west of 7th Street
 - CC. RESCIND – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES - Howard Street, north side, from 114 feet to 136 feet east of Russ Street
 - DD. RESCIND – WHITE ZONE, PASSENGER LOADING, 7 AM TO 10 AM, DAILY - Howard Street, south side, from 53 feet to 71 feet west of 4th Street; Folsom Street, south side, from 211 feet to 261 feet west of 5th Street; Folsom Street, south side, from 155 feet to 195 feet west of 4th Street; Folsom Street, south side, from 171 feet to 196 feet east of Mabini Street
 - EE. RESCIND – WHITE ZONE, PASSENGER LOADING, 8 AM TO 10 AM AND 3 PM TO 6 PM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 241 feet to 277 feet east of 9th Street
 - FF. RESCIND – WHITE ZONE, PASSENGER LOADING, 5 PM TO 1 AM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 111 feet to 151 feet west of 5th Street
 - GG. RESCIND – WHITE ZONE, PASSENGER LOADING, 11 AM TO 10 PM, DAILY - Folsom Street, north side, from 157 feet to 201 feet west of 4th Street
 - HH. RESCIND – WHITE ZONE, PASSENGER LOADING, 7 AM TO 1 0AM AND 3 PM TO 5:30 PM, MONDAY THROUGH FRIDAY - Folsom Street, north side, from 14 feet to 92 feet east of Hawthorne Street
 - II. RESCIND – WHITE ZONE, PASSENGER LOADING, 4 PM TO 11 PM, MONDAY THROUGH SATURDAY - Folsom Street, north side, from 67 feet to 92 feet west of 2nd Street
 - JJ. RESCIND – WHITE ZONE, SHUTTLE BUS LOADING, 6 AM TO 7 PM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 93 feet to 115 feet east of Hawthorne Street
 - KK. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES - Howard Street, north side, from 98 feet to 118 feet east of Russ Street; Howard Street, south side, from 25 feet to 63 feet west of 6th Street; Folsom street, south side, from 28 feet to 62 feet west of 3rd Street; Folsom Street, south side, from 138 feet to 198 feet east of Hawthorne Street
 - LL. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 9 AM AND 4 PM TO 7 PM, MONDAY THROUGH FRIDAY - Howard Street, south side, from 199 feet to 287 feet east of 11th Street
 - MM. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY - Howard Street, south side, from 386 feet to 426 feet west of 4th Street
 - NN. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 10 PM, DAILY - Howard Street, south side, from 36 feet to 66 feet west of 5th Street; Folsom Street, south side, from 343 feet to 383 feet east of 5th Street; Folsom Street, south side, from 260 feet to 305 feet west of 4th Street; Folsom Street, south side, from 149 feet to 180 feet east of Mabini Street

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- OO. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 1 AM, DAILY - Folsom Street, south side, from 120 feet to 173 feet west of 5th Street
- PP. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 10 AM AND 3 PM TO 6 PM, MONDAY THROUGH FRIDAY - Folsom Street, south side, from 281 feet to 320 feet east of 9th Street
- QQ. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 11 AM TO 10 PM, DAILY - Folsom Street, north side, from 298 feet to 323 feet west of 4th Street
- RR. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 6 AM TO 7 PM, DAILY - Folsom Street, north side, 21 feet to 116 feet east of 4th Street
- SS. RESCIND – BIKE SHARE STATION - Howard Street, north side, from 11 feet to 93 feet east of Mary Street
- TT. ESTABLISH – BIKE SHARE STATION - Howard Street, south side, from 10 feet to 154 feet east of 8th Street; Howard Street, south side, from 134 feet to 230 feet west of 5th Street; Howard Street, south side, from 23 feet to 123 feet east of 5th Street; and

WHEREAS, SFMTA staff recommend that the SFMTA Board amend the Transportation Code, Division II, Section 601 to designate a transit-only lane on Folsom Street, eastbound, from 10th Street to Mabini Street; and

WHEREAS, CEQA provides a categorical exemption from environmental review for basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded; and,

WHEREAS, On September 18, 2017, the Planning Department determined (Planning Case No. 2017-002105ENV) that the Folsom-Howard Bike Lanes Pilot Project, an 18-month Pilot Program, is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15306 (Information Collection); and,

WHEREAS, the Folsom portion, from 11th to Falmouth streets, of the Folsom-Howard Bike Lanes Pilot Project has been implemented and data has been collected and used to inform the proposed Folsom-Howard Streetscape Project (Items A-TT); and,

WHEREAS, The Howard Street Near-Term Pilot Project included revisions to the Folsom-Howard Bike Lanes Pilot Project based on SFFD review and outreach by SFMTA; and,

WHEREAS, On September 12, 2018, the Planning Department determined (Planning Case No. 2018-012198ENV) that the Howard Near-Term Pilot Project, an 18-month Pilot Program, is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15306 (Information Collection); and,

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WHEREAS, On March 19, 2019, SFMTA Board adopted a motion authorizing the Director of Transportation to install a parking protected bike lane on Howard Street between 4th and 6th streets not later than April 18, 2019, and to install a protected bike lane on Howard Street between 3rd Street and 4th Street not later than April 18, 2019 or within two weeks following the completion of Moscone Center construction activity, whichever is later; and,

WHEREAS, On April 12, 2019, the Planning Department determined that the expansion of the Howard Street Near-Term Pilot Project to include Howard Street between 6th to 3rd Street per the SFMTA Board motion did not constitute a substantial modification and no further environmental review is necessary; and,

WHEREAS, The Howard Street Near-Term Pilot Project has been implemented and data has been collected to inform the proposed Folsom-Howard Streetscape Project (Items A-TT) and would continue to be collected; and,

WHEREAS, On May 10, 2018, the San Francisco Planning Commission in Motion 20182 certified the Central SoMa Plan Final Environmental Impact Report (Central SoMa FEIR) as adequate, accurate and objective and reflecting the independent judgement of the Authority, and in Motion 20183 adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP); and,

WHEREAS, On December 4, 2018, in response to multiple appeals of the Central SoMa Plan FEIR, the Board of Supervisors approved Motion M18-131 affirming the Planning Commission's certification of the Central SoMa Plan FEIR (Board of Supervisors File No. 180652); and,

WHEREAS, The Project files, including the Central SoMa FEIR, Planning Commission Motions 20182 and 20183, and Board of Supervisors Motion M18-131, have been made available for review by the SFMTA and the public, and those files are part of the record before the SFMTA Board of Directors; and,

WHEREAS, On April 12, 2019, the Planning Department determined that the Folsom-Howard Streetscape Project is within the scope of the Central SoMa Plan FEIR and no additional environmental review is required, because no new significant effects have been identified, there is no substantial increase in the severity of significant effects already identified, there is no new information of substantial importance that would change the conclusions set forth in the Central SoMa FEIR, and no new mitigation is required for the project; the Planning Department's April 12, 2019 determination includes Appendix B, the Mitigation Monitoring/Reporting Program, which describes the mitigation measures from the Central SoMa Plan FEIR that are applicable to the Project; and,

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

RESOLVED, All of the recitals herein are true and correct and constitute findings of this Board; and, be it further

RESOLVED, The SFMTA Board of Directors has reviewed and considered the Central SoMa Plan Final Environmental Impact Report and the record as a whole, including the Planning Department's April 12, 2019 determination, and finds that the Central SoMa Plan FEIR is adequate for the Board's use as the decision-making body for the actions taken herein; and, be it further

RESOLVED, That the SFMTA Board further finds that since the Central SoMa Plan FEIR was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the Central SoMa Plan FEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Central SoMa Plan FEIR; and, be it further

RESOLVED, The SFMTA Board of Directors adopts the Central SoMa California Environmental Quality Act findings, and the Planning Department's April 12, 2019 determination, as its own, including the mitigation measures applicable to the proposed Folsom-Howard Streetscape Project that are described in the (M-TR-4: Upgrade Central SoMa Area Crosswalks; M-ALT-TR-2: Upgrade Additional Central SoMa Area Crosswalks; Mitigation Measure M-TR-9: Construction Management Plan and Construction Coordination; M-NO-2a: General Construction Noise Control Measures; M-AQ-6b: Construction Emissions Minimization Plan); the SFMTA Board of Directors adopts these mitigation measures as conditions of this approval; a copy of the Planning Commission Resolutions, Board of Supervisors Motions, the CEQA findings, and the CEQA determinations related to the Project are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and, be it further

RESOLVED, The San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, Section 601 to designate a transit only lane on Folsom Street, eastbound, from 10th Street to Mabini Street; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bikeways, and parking and traffic modifications, as set forth in items A through TT above, along Folsom Street between 2nd Street and 11th Street and along Howard Street between 4th Street and 11th Street associated with the Folsom-Howard Streetscape Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 18, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Folsom Street Transit-Only Lane]

Resolution amending Division II of the Transportation Code to designate a Transit-only area on Folsom Street, eastbound, from 10th Street to Mabini Street.

NOTE: Additions are single-underline Times New Roman; deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by revising Section 601, to read as follows:

SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

* * * *

(22) **Other Transit-Only Areas.** Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

Hours of Operation	Street	From	To
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.

	4th St.	Market St.	Howard St.
	16th St. (Westbound)	Third St.	Church St.
	16th St. (Eastbound)	Bryant St.	Potrero Ave.
	16th St. (Eastbound)	Vermont St.	Third St.
	Bush St. (Eastbound)	151 feet east of Sansome St.	Battery St.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	<u>Folsom St. (Eastbound)</u>	<u>10th St.</u>	<u>Mabini St.</u>
	Fremont St.	Mission St.	Market St.
	Fremont St. (Northbound)	Harrison St.	Folsom St.
	Geary St.	Market St.	Gough St.
	Geary Blvd. (Westbound)	Gough St.	Baker St.
	Geary Blvd. (Eastbound)	Fillmore St.	Gough St.
	Geary Blvd. (Eastbound)	Baker St.	Steiner St.
	Geary Blvd. (Eastbound)	Masonic Ave.	Presidio Ave.
	Geary Blvd.	Stanyan St.	Collins St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Market St. (Eastbound)	12th St.	3rd St.
	Market St. (Westbound)	So. Van Ness Ave.	3rd St.
	Mission St. (Northbound)	Randall St.	Cesar Chavez St.
	Mission Street (Eastbound)	1st Street	Beale Street
	Mission St. (Westbound)	Main St.	1st Street
	Mission St. (Westbound)	11th St.	South Van Ness Ave.
	Mission St. (Southbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Stockton St.	Grant St.
	O'Farrell St.	Franklin St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (Southbound)	25th St.	18th St.
	Sacramento St., (Westbound)	Drumm St.	Front St.

	Starr King Way	Gough St.	Franklin St.
	Stockton St.	Bush St.	Market St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.
	Taraval St. (Westbound)	15th Ave.	46th Ave.
6:00 AM – 10:00 AM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
	Bush St. (Eastbound)	Sansome St.	151 Feet Easterly
7:00 AM – 9:00 AM, Monday – Friday	Mission St. (Eastbound)	11th St.	5th St.
	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave.
7:00 AM-7:00 PM, Monday- Friday	Sacramento St.	Front St.	Kearny St.
7:00 AM-6:00 PM, Monday- Friday	Mission St. (Eastbound)	5th St.	Beale St.
	Mission St. (Westbound)	Main St.	4th St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:30 PM – 7:00 PM, Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin St.
4:00 PM-6:00 PM, Monday- Friday	Mission St. (Eastbound)	11th St.	5th St.
	Mission St. (Westbound)	4th St.	11th St.
3:00 PM-6:00 PM, Monday- Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Grant Ave.	Sansome St.
3:00 PM-7:00 PM, Monday- Friday	4th St.	Howard St.	Clementina
	Bush St. (Eastbound)	Sansome St.	151 feet Easterly

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly

PAGE 4.

shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 18, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 3 – Folsom-Howard Streetscape Project Area Map



Streetscape
Project Limits

Enclosure 4 – Folsom-Howard Streetscape Project Cross-Section Graphics

On Folsom Street, the project would include the following typical cross-sections as shown in Figures 1 through 7:

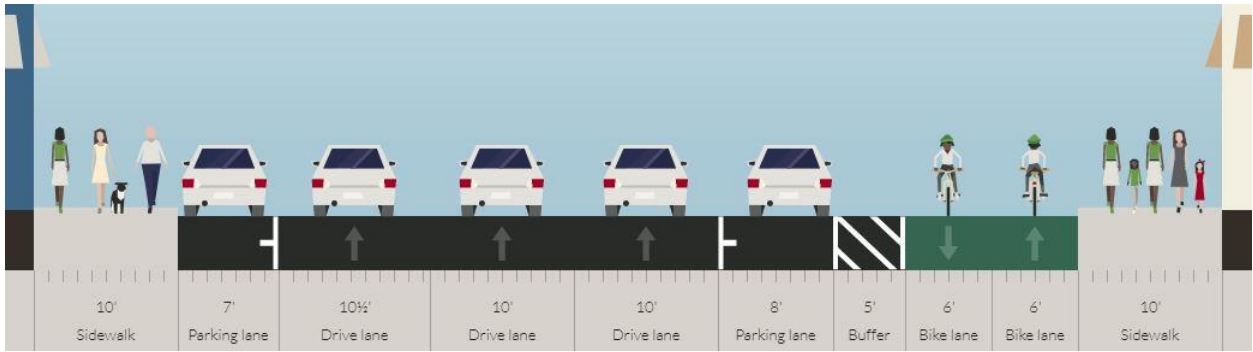


Figure 1: Typical Cross Section of Folsom Street between 11th and 10th streets, looking east

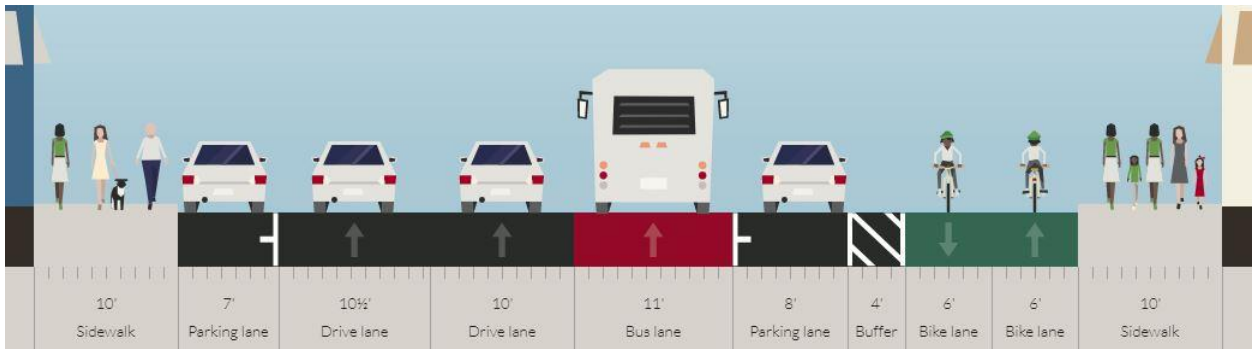


Figure 2: Typical Cross Section of Folsom Street between 10th and 8th streets, looking east

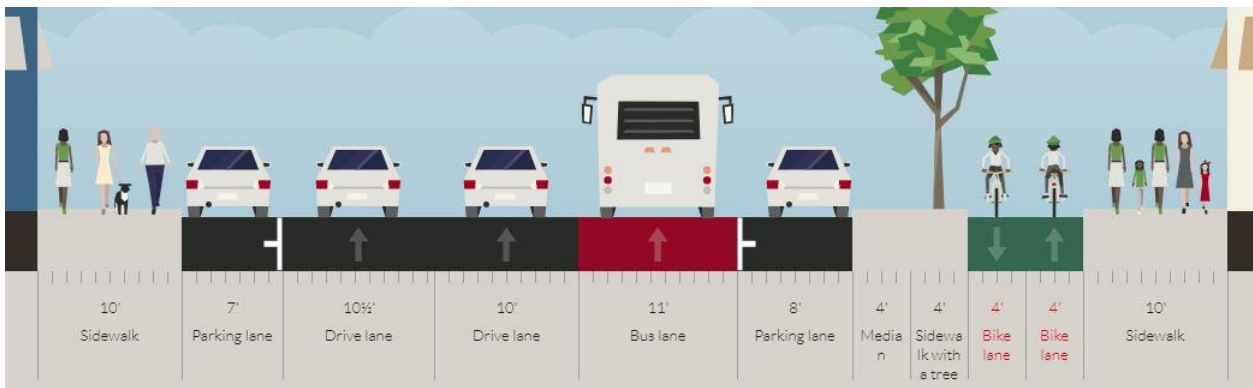


Figure 3: Typical Cross Section of Folsom Street between 8th and between 6th streets, looking east

Figure

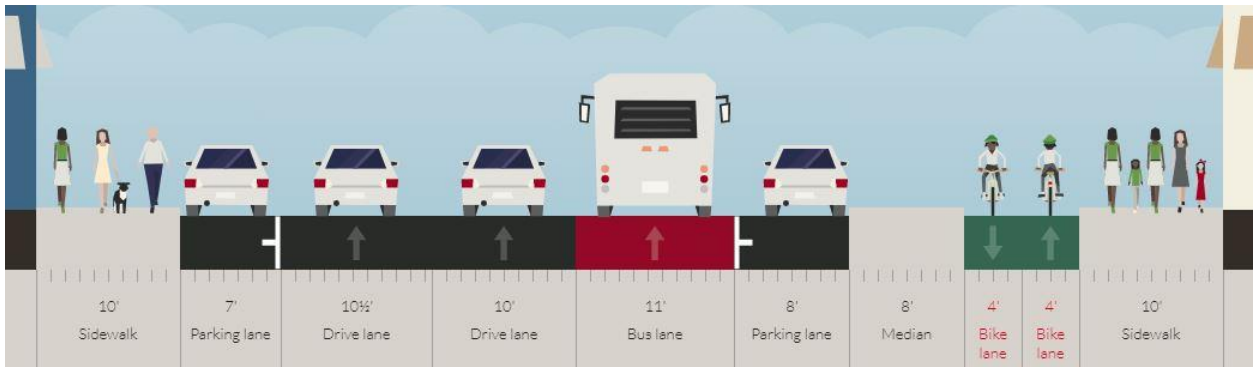


Figure 4: Typical Cross Section of Folsom Street between 6th Street and 5th Street, looking east

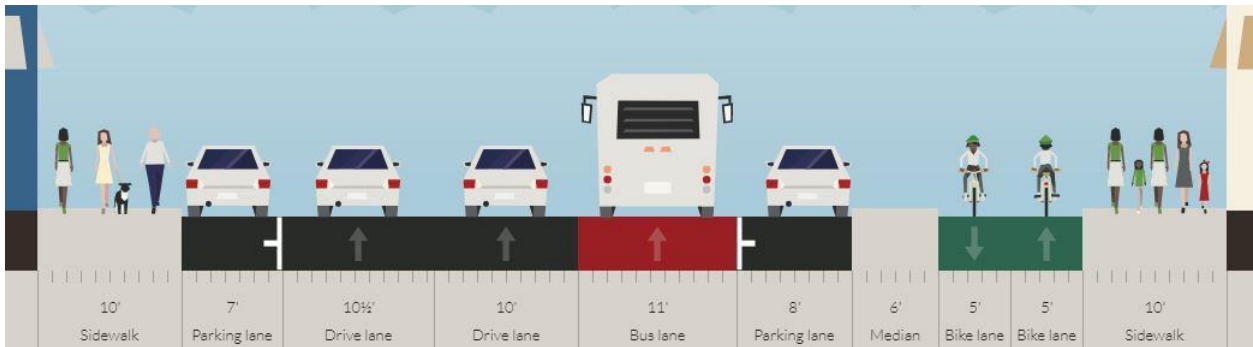


Figure 5: Typical Cross Section of Folsom Street from 5th Street and between 5th and 4th streets

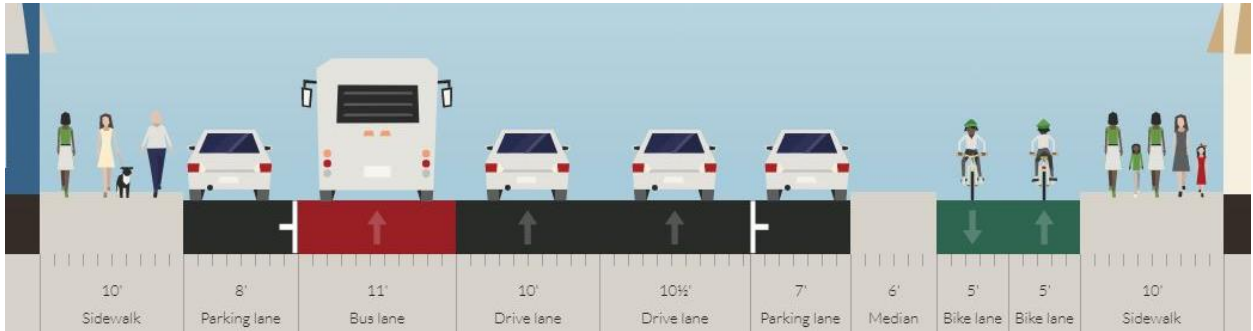


Figure 6: Typical Cross Section of Folsom Street between 5th and 4th streets and Mabini streets, looking east

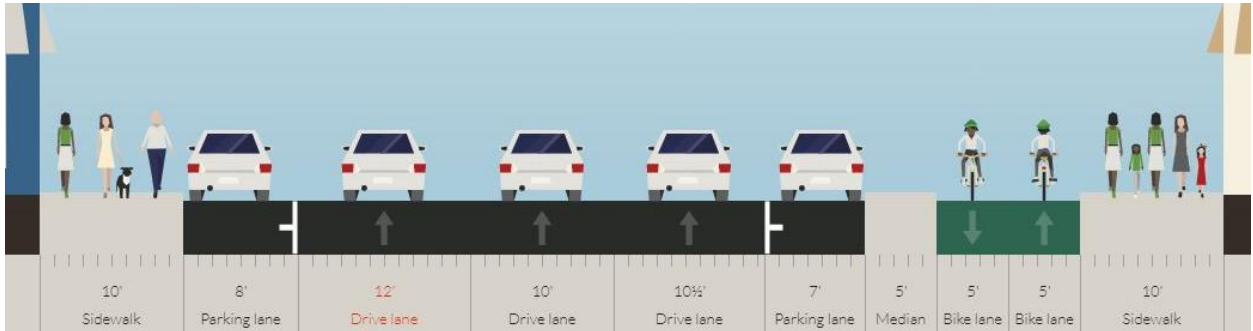


Figure 7: Typical Cross Section of Folsom Street between Mabini and 2nd streets, looking east

On Howard Street, the project would include the following typical cross-sections as shown in Figures 8 through 10:

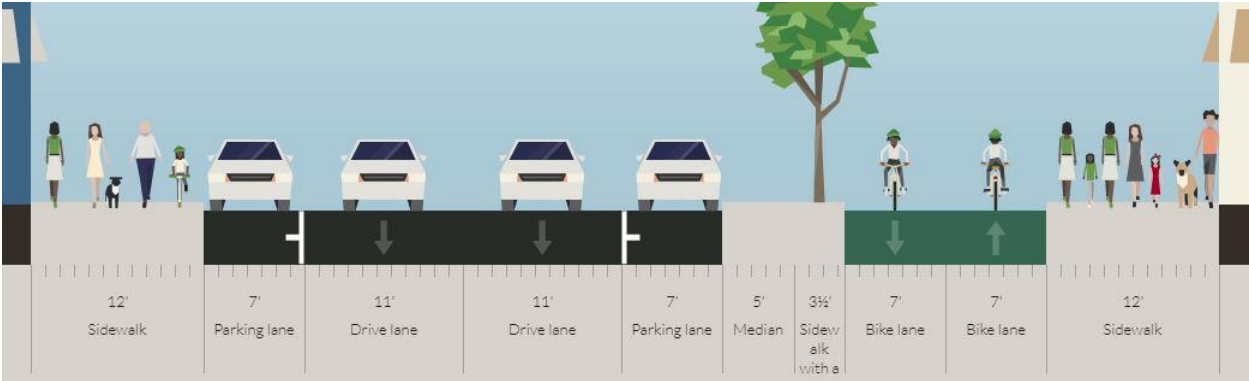


Figure 8: Typical Cross Section of Howard Street between 11th and 5th streets, looking east

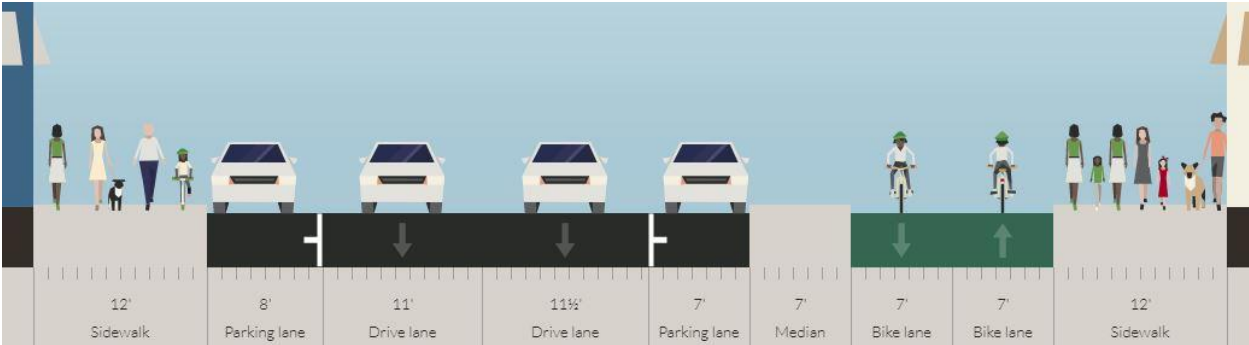


Figure 9: Typical Cross Section of Howard Street between 5th and between 5th and 4th streets, looking east

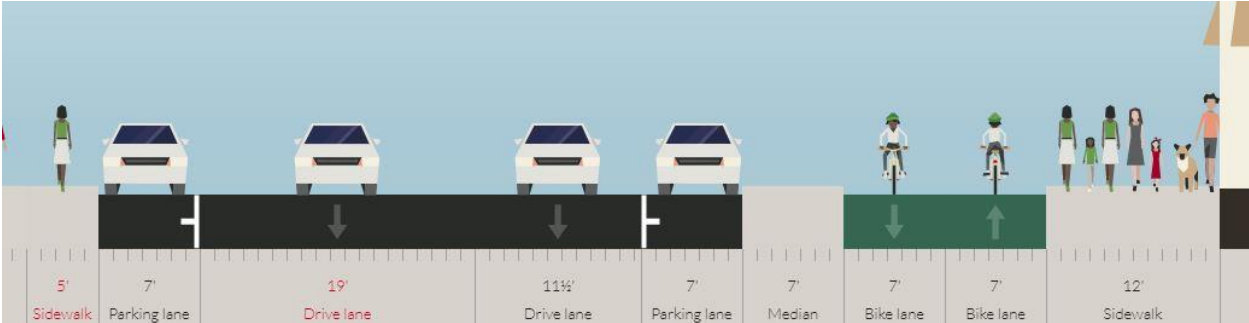


Figure 10: Typical Cross Section of Howard Street between 5th and 4th and 4th streets, looking east

Enclosure 5 – Folsom-Howard Streetscape Project Typical Block Graphics

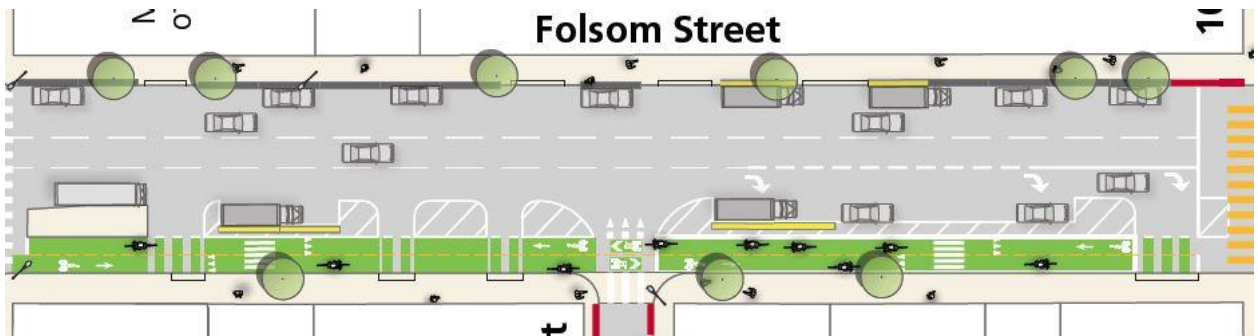


Figure 11: Typical Plan View of Folsom Street between 11th Street and 10th Street



Figure 12: Typical Plan View of Folsom Street between 10th Street and 8th Street

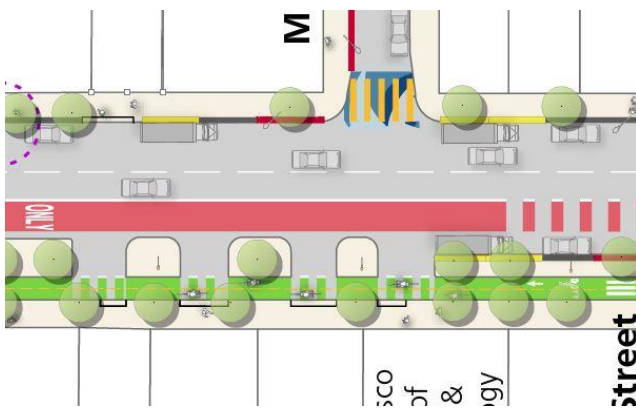


Figure 13: Typical Plan View of Folsom Street between 8th Street and 6th Street

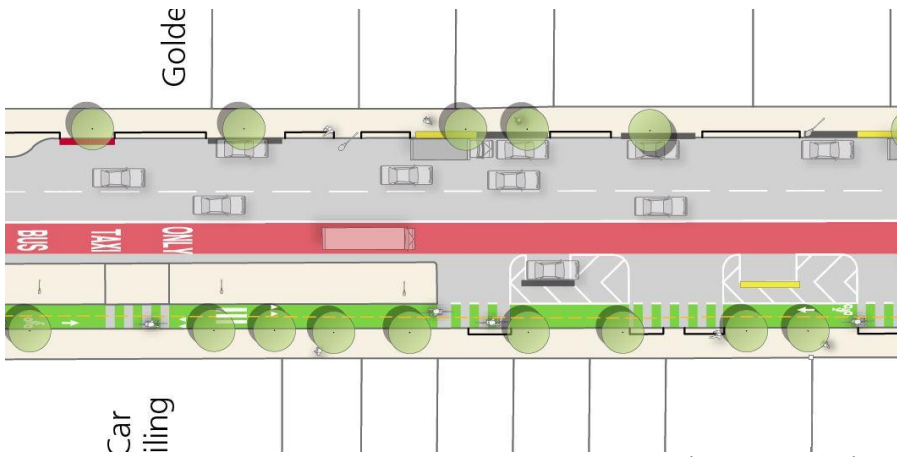


Figure 14: Typical Plan View of Folsom Street between 6th Street and 5th Street

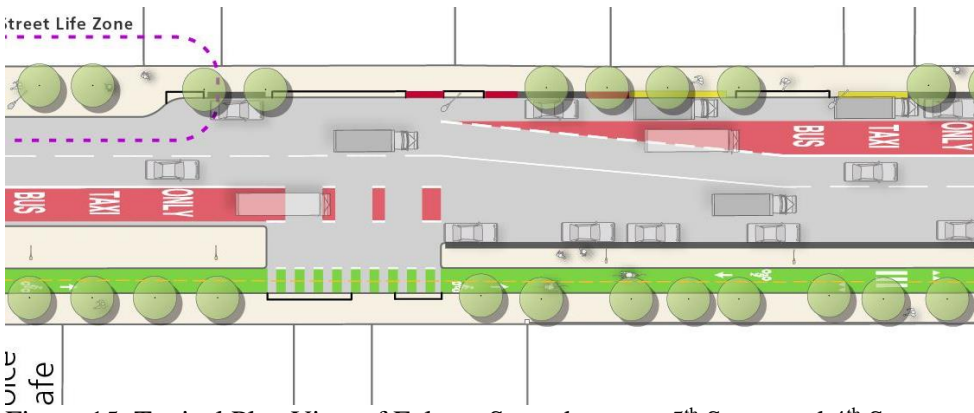


Figure 15: Typical Plan View of Folsom Street between 5th Street and 4th Street

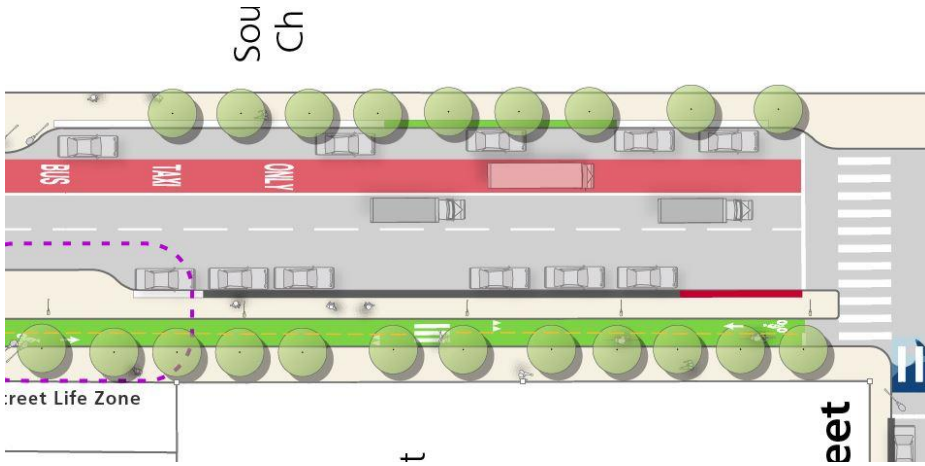


Figure 16: Typical Plan View of Folsom Street between 4th Street and 3rd Street

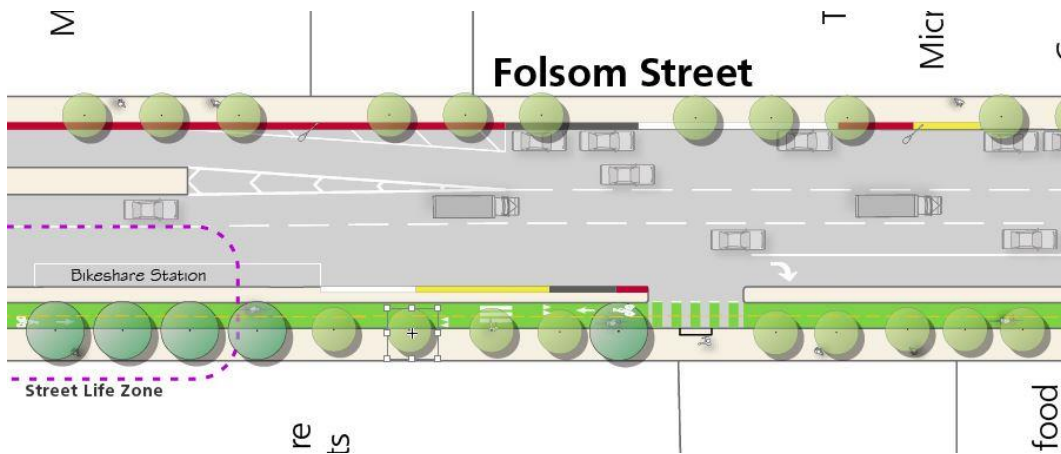


Figure 17: Typical Plan View of Folsom Street between 3rd Street and 2nd Street

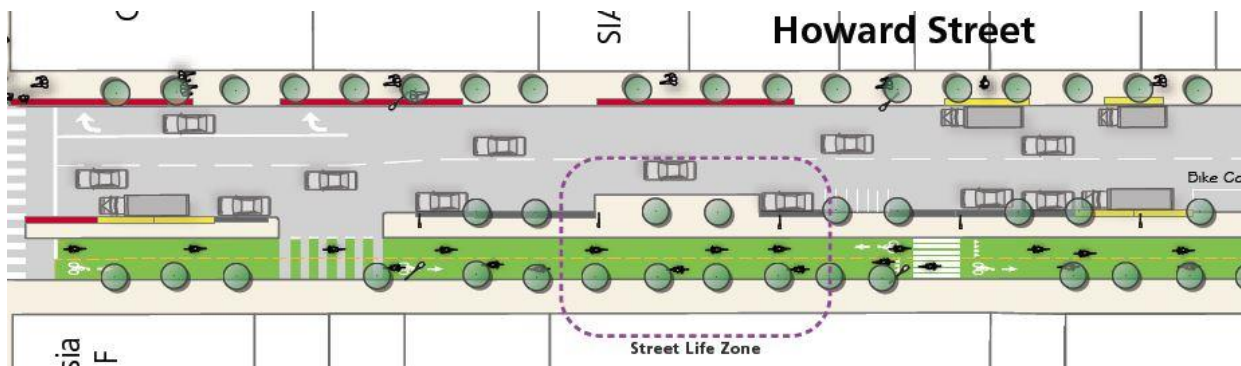


Figure 18: Typical Plan View of Howard Street between 11th Street and 5th Street

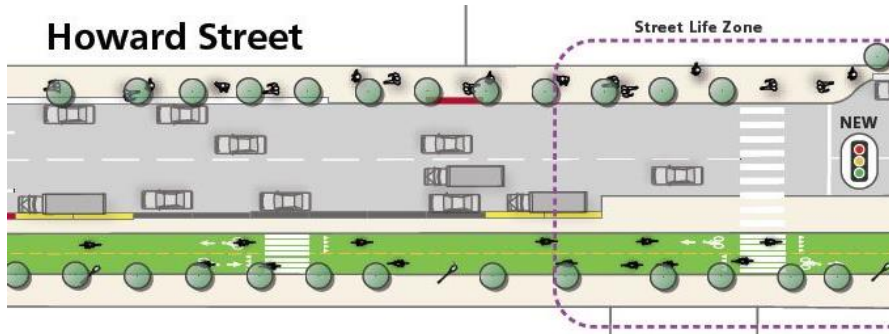


Figure 19: Typical Plan View of Howard Street between 5th Street and midblock between 5th and 4th

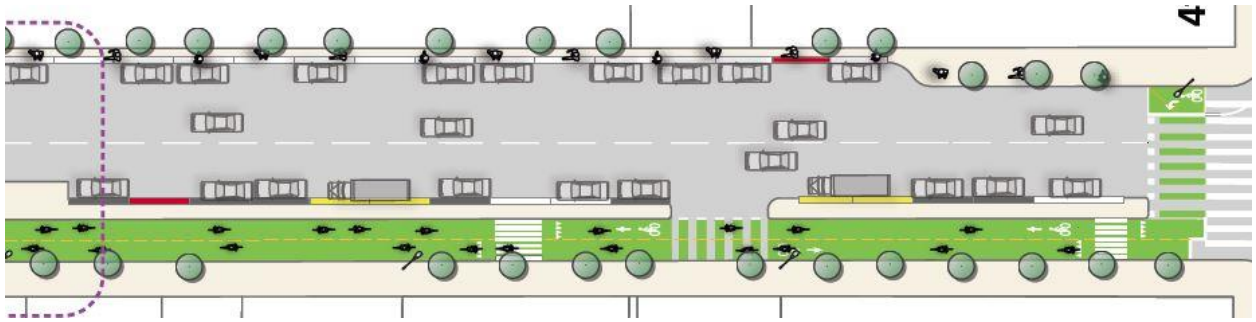


Figure 20: Typical Plan View of Howard Street between midblock between 5th and 4th and 4th Street