

SFMTA - TASC SUMMARY SHEET

<p>PreStaff_Date: 6/24/2021</p> <p>Requested_by: SFMTA <i>It</i></p> <p>Handled: Michael Tamin <i>MZT</i></p> <p>Section Head : CL <i>BT</i> for CL</p>	<p><input checked="" type="checkbox"/> Public Hearing Consent</p> <p><input type="checkbox"/> Public Hearing Regular</p> <p><input type="checkbox"/> Informational / Other <small>PH - Consent</small></p>	<p>No objections: _____</p> <p>Item Held: _____</p> <p>Other: _____</p>
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Location: Main Street at Folsom Street

Subject: Bus Zone

PROPOSAL / REQUEST:

ESTABLISH - BUS ZONE

Main Street, east side, from 101 feet to 141 feet north of Folsom Street (Supervisor District 6)

This proposal would adjust the location of an already-approved bus zone to serve the new 12 Folsom/Pacific bus route under the Rincon Hill Extension project.

Michael Tamin, michael.tamin@sfmta.com

BACKGROUND INFORMATION / COMMENTS

The 12 Folsom/Pacific Rincon Hill Extension project would route inbound (northbound) buses onto Main Street between Folsom and Market streets. A transit stop was legislated (under Resolution 16-123) on Main Street, east side, from 109' to 173' north of Folsom Street. This new proposal would adjust the location of the stop to align with the already-constructed concrete bus pad, and to better reflect agreements with the adjacent 160 Folsom development since the 2016 legislation.

HEARING NOTIFICATION AND PROCESSING NOTES:

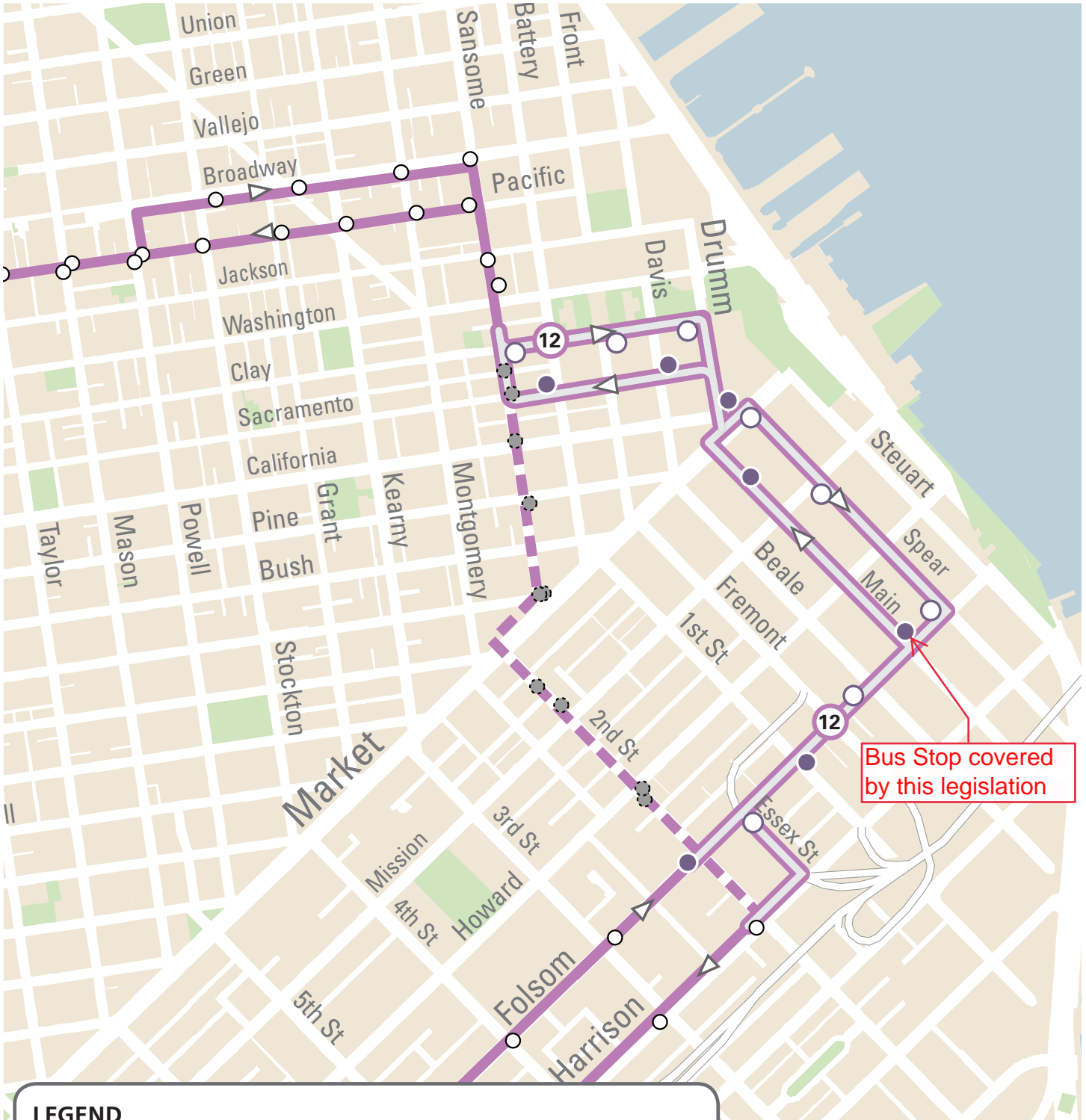
ENVIRONMENTAL CLEARANCE BY:

SFMTA Attached Pending

12 Folsom/Pacific Rincon Hill Extension



Proposed New and Discontinued Stops



LEGEND

- Existing
- Proposed Routing
- Discontinued Routing
- Existing Stop
- New Stop, IB/OB
- Discontinued Stop

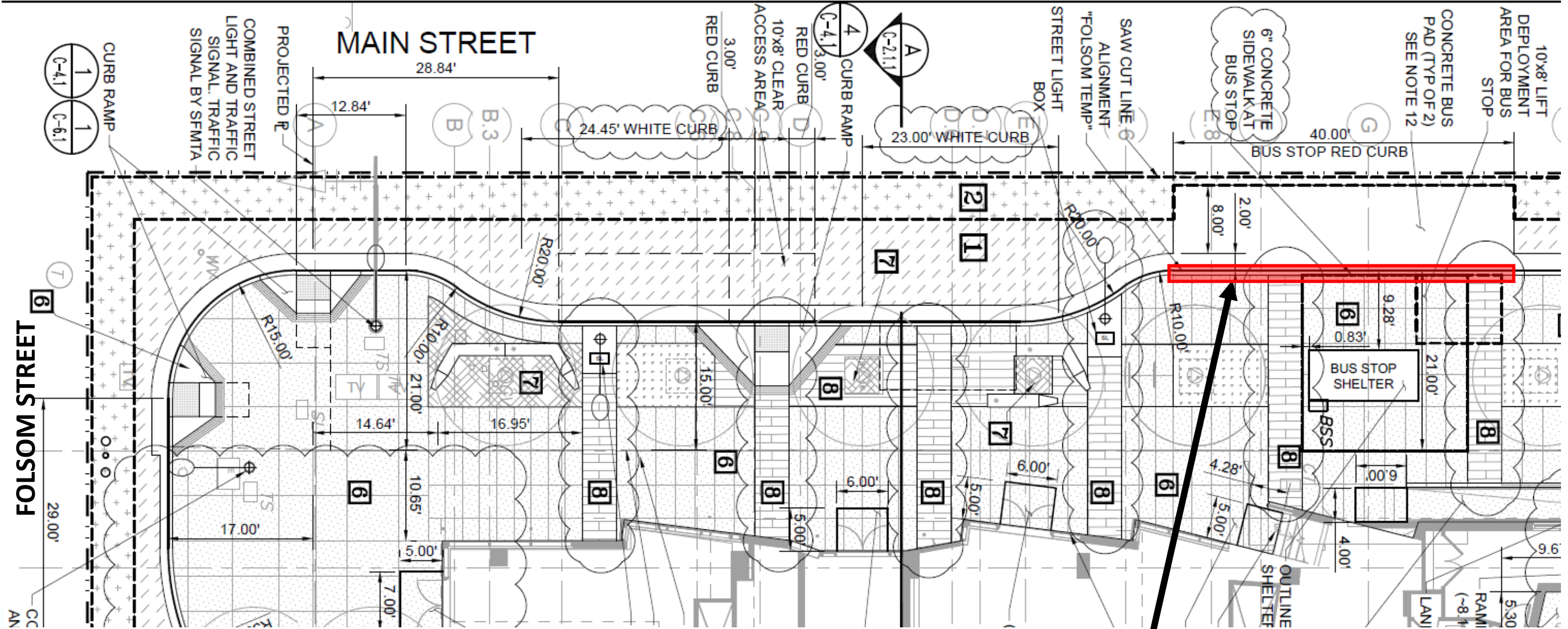
All eliminated stops would still be served by the 10 Townsend.

MUNI FORWARD

EXCERPT TAKEN FROM DEVELOPER-PROVIDED PLANS



1/31/2020 10:13 AM



Proposed Bus Zone

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-123

WHEREAS, Folsom Street has been identified as a Vision Zero High Injury Corridor; and,

WHEREAS, Folsom Street has been planned as a high-density residential, commercial and retail corridor oriented toward pedestrians, bicycles and transit; and,

WHEREAS, The removal of the Embarcadero Freeway has enabled new development with land sales funding transportation improvements, including the Folsom Streetscape Project; and,

WHEREAS, The Office of Community Investment and Infrastructure is sponsoring the Folsom Streetscape Project, in coordination with SFMTA, SF Public Works, and SF Planning; and,

WHEREAS, OCII has led a comprehensive and inclusive public outreach process to identify pedestrian and bicycle safety improvements, Muni improvements, and color curb changes for Folsom Street between Hawthorne Street and the Embarcadero; and,

WHEREAS, As part of the project, Public Works will widen sidewalks along Folsom Street and the intersecting streets, consistent with the overall streetscape plan; and,

WHEREAS, The specific parking and traffic modifications are as follows:

- A. ESTABLISH – TWO-WAY STREET – Folsom Street between Essex Street and 2nd Street (currently one-way eastbound); Spear Street between Howard Street and Harrison Street (currently one-way southbound).
- B. RESCIND – TOW AWAY NO STOPPING ANYTIME – Folsom Street, north side, between Main Street and 1st Street (establishes 5 general metered parking spaces, 2 yellow metered truck loading zones, and 2 white passenger loading zones); Beale Street, east side, between Howard Street and Folsom Street (establishes 21 general metered parking spaces); Main Street, west side, between Howard Street and Folsom Street (establishes 25 general metered parking spaces).
- C. ESTABLISH – TRANSIT BOARDING ISLAND – Folsom Street, north side (eastbound), from 15' to 95' west of 2nd Street; Folsom Street, south side (eastbound), from 95' to 147' east of First Street; Folsom Street, north side (westbound), from 104' to 163' west of Beale Street.
- D. ESTABLISH – CLASS IV PROTECTED BIKEWAY – Folsom Street, eastbound, from 94' west of 2nd Street to the Embarcadero; Folsom Street, westbound, from the Embarcadero to Essex Street.
- E. ESTABLISH – CORNER BULB OUT, TOW AWAY NO STOPPING ANYTIME – Folsom Street, north side, from 1st Street to 36' easterly (7' widening); Folsom Street, north side, from Fremont Street to 86' westerly (7' widening); Folsom Street, north side, from Fremont Street to 36' easterly (7' widening); Folsom Street, north side, from Beale Street to 81' westerly (7' widening); Folsom Street, north side, from Main Street to 36' easterly (7' widening); Folsom Street, north side, from Spear Street to 78' westerly (7' widening); Folsom Street, south side, from 1st Street to 36' easterly (7' widening); Folsom Street, south side, from Fremont Street to 86' westerly (7' widening); Folsom Street, south side, from Fremont Street to 36' easterly (7' widening); Folsom Street, south side, from Beale Street to 81' westerly (7' widening); Folsom Street, south side, from Beale Street to 36' easterly (7' widening); Folsom Street, south side, from Main Street to 74' westerly (7' widening);

Folsom Street, south side, from Main Street to 63' easterly (5.5' widening of existing 6' wide bulb); Folsom Street, south side, from Spear Street to 81' westerly (11.5' widening); 1st Street, west side, from Folsom Street to 35' northerly (10.5' widening); 1st Street, west side, from Folsom Street to 32' southerly (10' widening); 1st Street, east side, from Folsom Street to 35' northerly (10' widening); Fremont Street, west side, from Folsom Street to 28' southerly (5' widening); Fremont Street, east side, from Folsom Street to 31' southerly (7' widening); Beale Street, west side, from Folsom Street to 34' southerly (6' widening); Main Street, east side, from Folsom Street to 39' northerly (6' widening).

- F. ESTABLISH – SIDEWALK BULB OUT, TOW AWAY NO STOPPING ANYTIME – Beale Street, east side, from 244' south of Folsom Street to 282' southerly; Main Street, west side, from 244' south of Folsom Street to 282' southerly.
- G. ESTABLISH – CROSSWALK – Essex Street, west side, crossing Folsom Street.
- H. RESCIND – CLASS II BIKE LANE – Folsom Street, eastbound, from 94' east of 2nd Street to the Embarcadero
- I. ESTABLISH – CLASS II BIKE LANE – Fremont Street, southbound, from Folsom Street to Harrison Street; Fremont Street, northbound, from Folsom Street to Howard Street; Beale Street, southbound (east side), from Howard Street to Folsom Street; Main Street, northbound (west side), from Folsom Street to Howard Street.
- J. RESCIND – CLASS III BIKE ROUTE – Fremont Street, southbound, from Folsom Street to Harrison Street; Fremont Street, northbound, from Folsom Street to Howard Street.
- K. ESTABLISH – CLASS III BIKE ROUTE – Folsom Street, westbound, from Essex Street to 2nd Street; Fremont Street, northbound, from Harrison Street to Folsom Street.
- L. ESTABLISH – TRANSIT BULB – Spear Street, west side, from 78' to 155' north of Folsom Street.
- M. RESCIND – TRANSIT ISLAND – Folsom Street, north side (eastbound), from 2nd Street to 90' easterly.
- N. RESCIND – TRANSIT STOP – Beale Street, west side, from Folsom Street to 93' northerly.
- O. ESTABLISH – TRANSIT STOP – Fremont Street, east side, from Folsom Street to 110' northerly; Main Street, east side, from 109' to 173' north of Folsom Street.
- P. ESTABLISH – MIDBLOCK CROSSWALK – Folsom Street, south side, from 93' to 113' east of 1st Street (establishes marked crosswalk between sidewalk and eastbound transit boarding island); Folsom Street, north side, from 102' to 122' west of Beale Street (establishes marked crosswalk between sidewalk and westbound transit boarding island).
- Q. ESTABLISH – ONE-WAY STREET – Beale Street, southbound, between Folsom Street and Clementina Street (currently two-way with northbound transit lane).
- R. RESCIND – LEFT TURN ONLY – Folsom Street, westbound, at Essex Street.
- S. RESCIND – NO LEFT TURN EXCEPT BUSES AND TAXIS – Fremont Street, northbound, at Folsom Street.
- T. RESCIND – RIGHT TURN ONLY EXCEPT BUSES AND TAXIS – Folsom Street, westbound, at Fremont Street.
- U. RESCIND – NO RIGHT TURN EXCEPT TAXIS – 1st Street, southbound, at Folsom Street.
- V. RESCIND – NO RIGHT TURN EXCEPT BUSES AND TAXIS – Fremont Street, southbound, at Folsom Street.
- W. RESCIND – LEFT LANE MUST TURN LEFT – Folsom Street, eastbound, at Fremont Street; Folsom Street, eastbound, at Beale Street; Folsom Street, eastbound, at Main Street; Spear Street, southbound, at Harrison Street.
- X. ESTABLISH – LEFT LANE MUST TURN LEFT – Spear Street, northbound, at Howard Street; Spear Street, southbound, at Howard Street.

- Y. ESTABLISH – LEFT LANE MUST TURN LEFT EXCEPT TRANSIT – Folsom Street, eastbound, at 2nd Street.
- Z. ESTABLISH – NO LEFT TURN EXCEPT BICYCLES – Folsom Street, westbound, at 2nd Street; Folsom Street, westbound, at 1st Street; Folsom Street, westbound, at Fremont Street; Folsom Street, westbound, at Beale Street; Folsom Street, westbound, at Main Street; Folsom Street, westbound, at Spear Street; Folsom Street, eastbound, at Spear Street.
- AA. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND BICYCLES – Folsom Street, westbound, at Essex Street.
- BB. ESTABLISH – RIGHT TURN ONLY EXCEPT BICYCLES – Folsom Street, westbound, at 2nd Street; Beale Street, northbound, at Folsom Street.
- CC. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Folsom Street, eastbound, at 2nd Street; Folsom Street, westbound, at Fremont Street; Folsom Street, westbound, at Main Street; Spear Street, northbound, at Howard Street.
- DD. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES – Folsom Street, eastbound, at 2nd Street; Folsom Street, eastbound, at 1st Street; Folsom Street, eastbound, at Fremont Street; Folsom Street, eastbound, at Beale Street; Folsom Street, eastbound, at Main Street; Folsom Street, eastbound, at Spear Street; Folsom Street, eastbound, at the Embarcadero; Folsom Street, westbound, at Spear Street; Folsom Street, westbound, at Main Street; Folsom Street, westbound, at Fremont Street; Folsom Street, westbound, at 2nd Street; 1st Street, southbound, at Folsom Street; Fremont Street, northbound, at Folsom Street; Fremont Street, southbound, at Folsom Street; Beale Street, northbound, at Folsom Street; Beale Street, southbound, at Folsom Street; Main Street, northbound, at Folsom Street; Spear Street, northbound, at Folsom Street; Spear Street, southbound, at Folsom Street.
- EE. RESCIND – PERPENDICULAR PARKING; ESTABLISH – PARALLEL PARKING – Beale Street, east side, between Folsom Street and Harrison Street.
- FF. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Folsom Street, north side, from 2nd Street to 175' westerly; Folsom Street, north side, from 2nd Street to 1st Street; Folsom Street, north side, from 36' east of Fremont Street to 75' easterly; Folsom Street, north side, from Beale Street to 54' easterly; Folsom Street, north side, from 36' east of Main Street to 87' easterly; Folsom Street, north side, from Spear Street to 31' easterly; Folsom Street, north side, from the Embarcadero to 39' westerly; Folsom Street, south side, from 2nd Street to 142' westerly; Folsom Street, south side, from 154' east of Essex Street to 45' easterly; Folsom Street, south side, from 1st Street to 146' westerly; Folsom Street, south side, from 36' east of 1st Street to 59' easterly; Folsom Street, south side, from 86' west of Fremont Street to 44' westerly; Folsom Street, south side, from 36' east of Fremont Street to 109' easterly; Folsom Street, south side, from the Embarcadero to 103' westerly; 2nd Street, east side, from Folsom Street to 34' northerly; 1st Street, east side, from Clementina Street to 41' southerly; Beale Street, west side, from Folsom Street to 43' northerly; Beale Street, east side, from Folsom Street to 39' northerly; Beale Street, east side, from Folsom Street to 37' southerly; Main Street, west side, from Folsom Street to 45' southerly; Main Street, west side, from Harrison Street to 50' northerly; Main Street, east side, from Folsom Street to 35' southerly; Spear Street, west side, from Folsom Street to 45' northerly; Spear Street, east side, from Folsom Street to 28' northerly; Spear Street, east side, from Folsom Street to 44' southerly.
- GG. ESTABLISH – TOW AWAY NO STOPPING, 2 PM TO 8 PM, MONDAY THROUGH FRIDAY – Main Street, west side, from 50' north of Harrison Street to 210' northerly
- HH. ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Folsom Street, north side, from 35' to 75' east of 1st Street; Folsom Street, north side, from 80' to 104' west of Beale Street; Folsom Street, north side, from 118' to 151' west of Spear Street;

Folsom Street, south side, from 12' to 43' east of Essex Street; Folsom Street, south side, from 36' to 84' east of Beale Street; Folsom Street, south side, from 87' to 128' east of Main Street; First Street, west side, from 36' to 79' north of Folsom Street; First Street, east side, from 31' to 94' north of Folsom Street; Beale Street, west side, from 43' to 93' north of Folsom Street; Beale Street, west side, from 114' to 154' north of Folsom Street; Beale Street, east side, from 196' to 236' south of Folsom Street; Main Street, west side, from 196' to 236' south of Folsom Street; Main Street, east side, from 38' to 88' north of Folsom Street; Spear Street, west side, from 44' to 77' north of Folsom Street.

- II. ESTABLISH – YELLOW METERED LOADING, 6 AM TO 10 PM, DAILY – Folsom Street, north side, from 215' to 235' west of 2nd Street; Folsom Street, north side, from 85' to 135' west of Fremont Street; Folsom Street, north side, from 77' to 117' west of Spear Street; Folsom Street, south side, from 43' to 68' east of Essex Street; Folsom Street, south side, from 146' to 196' west of 1st Street; Folsom Street, south side, from 80' to 130' west of Beale Street; Folsom Street, south side, from 77' to 127' west of Main Street; Folsom Street, south side, from 102' to 147' west of Spear Street; Folsom Street, south side, from 103' to 148' west of the Embarcadero.
- JJ. ESTABLISH – BLUE ZONE – Folsom Street, north side, from 38' to 56' west of the Embarcadero; Folsom Street, south side, from 61' to 82' east of Essex Street; Fremont Street, west side, from 28' to 48' south of Folsom Street; Beale Street, west side, from 33' to 53' south of Folsom Street; Main Street, west side, from 45' to 65' south of Folsom Street.
- KK. ESTABLISH – MOTORCYCLE PARKING ONLY – Folsom Street, south side, from 190' to 208' west of 2nd Street (5 spaces); 1st Street, west side, from 33' to 89' south of Folsom Street (16 spaces); Spear Street, east side, from 28' to 45' north of Folsom Street (5 spaces); and,

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

WHEREAS, On May 24, 2012, the San Francisco Planning Commission in Motion 18628 adopted the Transit Center District Plan (TCDP), of which the Folsom Streetscape Project is a part; and certified its Final Environmental Impact Report (FEIR), in accordance with CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code, and adopted findings including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated into this Resolution by reference; and,

WHEREAS, On September 7, 2012, the San Francisco Board of Supervisors in Ordinance 185-12 adopted the Transit Center District Plan; on November 23, 2015, the Planning Department issued an Addendum (Case Numbers 2007.0558E and 2008.0789E) to the TCDP FEIR for the proposed update to the design of Folsom Street, which concluded that the proposed changes would not cause new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and,

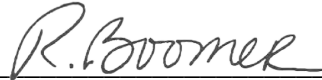
WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors has reviewed the contents of the TCDP FEIR, including the Draft EIR, the Responses to Comments, the Addendum, the Findings as required by CEQA regarding alternatives, mitigation measures and significant impacts analyzed in the Final EIR, the statement of overriding considerations, and the Mitigation Monitoring and Reporting Program (MMRP), all of which was made available to the public and this Board for the Board's review, consideration and actions; now,

therefore, be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, in exercising its independent judgment, incorporates the necessary findings under CEQA contained in Ordinance 185-12, as attached to the Calendar Item; and finds that since certification of the FEIR and publication of the Addendum, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the FEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the FEIR and the Addendum.

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications listed in items A-KK above associated with the Folsom Streetscape Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 6, 2016.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency