

THIS PRINT COVERS CALENDAR ITEM NO.: 16

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving Class IV protected bikeway on Howard Street between The Embarcadero and 4th Street; and approving various traffic and parking modifications between The Embarcadero and 4th Street to improve bike and pedestrian safety as part of the Transbay Howard Streetscape Improvement Project.

SUMMARY:

- The San Francisco Municipal Transportation Agency (SFMTA) proposes transportation safety improvements along Howard Street between The Embarcadero and 4th Street.
- The proposed project referred to herein as the Transbay Howard Streetscape Improvement Project would establish a two-way protected bikeway and pedestrian improvements along Howard Street between The Embarcadero and 4th Street.
- This project proposes parking and loading changes to accommodate the protected bikeway design, improve intersection visibility, minimize double parking, and optimize curb usage for nearby land uses. The project would remove a total of 48 general parking spaces and convert nine general metered parking spaces to loading zones along Howard Street.
- SFMTA project staff and City partners conducted extensive outreach that informed the current design proposal, including various accommodations for parking and loading to support nearby businesses and residential buildings.
- The San Francisco Planning Department has determined that the Transbay Howard Streetscape Improvement Project is categorically exempted from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

	DATE
DIRECTOR 	<u>April 10, 2024</u>
SECRETARY 	<u>April 9, 2024</u>

ASSIGNED SFMTAB CALENDAR DATE: April 16, 2024

PURPOSE

Approving installation of a Class IV protected two-way bikeway on Howard Street between The Embarcadero and 4th Street; and approving various traffic and parking modifications between The Embarcadero and 4th Street to improve bike and pedestrian safety as part of the Transbay Howard Streetscape Improvement Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

This item will support the following Transit-First Policy 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. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Project Background

In winter 2020, the SFMTA implemented traffic safety improvements along Howard Street between 3rd Street and The Embarcadero through the Howard Street Quick-Build Project. The project included removing a lane of traffic to accommodate a parking-protected bike lane, daylighting intersections and driveways to improve intersection visibility, and various road striping changes to increase pedestrian safety, among other safety improvements. The Transbay Howard Streetscape Improvement Project builds off these quick-build improvements and the San Francisco Planning Department's South Downtown Design + Activation (Soda) Plan to implement permanent, high-quality streetscape infrastructure along Howard Street between 4th Street and The Embarcadero to improve the safety and travel experience of all road users. This project will also conform with the Howard Streetscape Project on Howard Street between 11th Street and 4th Street, which was approved by the MTA Board on June 18, 2019.

Existing Conditions

The Transbay Howard Streetscape Improvement Project extents are on Howard Street from The Embarcadero to 4th Street. Howard Street between Beale and 2nd streets is part of the City's High Injury Network. Between 2019 and 2023, there were 71 injury collisions along the project corridor, which resulted in 8 severe injuries and 1 fatality. The one pedestrian fatality occurred at 1st Street and Howard Street in 2019. The most common collision types were vehicle-vehicle (31%) vehicle-pedestrian (23%), and vehicle-bicycle (14%).

Howard Street generally includes a mix of office, commercial, residential spaces and has a typical street width of 58.5 feet with 12-foot-wide sidewalks. Between The Embarcadero and Beale Street, Howard Street is generally comprised of one vehicle travel lane in each direction with turn pockets at intersection approaches. Between Beale Street and Fremont Street, Howard Street contains two vehicle lanes westbound and one vehicle lane eastbound. Between Fremont Street and 4th Street, Howard Street is one-way in the westbound direction and there are three vehicle travel lanes and turn pockets at some intersection approaches.

Between The Embarcadero and Beale Street, sidewalks on Howard Street are between 10 and 16 feet wide. Between Beale Street and 3rd Street, sidewalks on Howard Street are generally 12 feet wide. Between 3rd Street and 4th Street, sidewalks on Howard Street vary in width between 8 and 28 feet due to additional walkways fronting the George R. Moscone Convention Center. In this segment, there are also additional sidewalks located between the service road and the adjacent land uses.

There are currently one-way protected bikeways on the north side of Howard Street between The Embarcadero and 4th Street. Protected bikeways on Howard Street continue west of 4th Street. At the eastern extent, protected bikeways on Howard Street connect to The Embarcadero.

There is currently no revenue-generating Muni transit service along Howard Street. Golden Gate Transit routes 114, 132, 154, and 172 travel along Howard Street between 1st Street and 4th Street. The PresidioGo Downtown shuttle currently operates on Howard Street between Main Street and Beale Street. There are currently three transit boarding islands on Howard Street between Steuart Street and New Montgomery Street but due to Muni and Golden Gate Transit service changes, only the transit boarding island at 2nd Street is in use by Golden Gate Transit.

On-street parking and commercial loading is metered along Howard Street within the project extents. Where it currently exists on the north side of the street, on-street parking and loading is in a floating position with the bikeway positioned between the parking lane and the curb. Where it currently exists on the south side of the street, on-street parking and loading is adjacent to the curb.

Volumes

At Spear Street (Aug 2016):

AM Peak – 681 vehicles (Howard), 442 vehicles (Spear), 4,739 pedestrians, 134 bicycles

PM Peak – 701 vehicles (Howard), 602 vehicles (Spear), 4,098 pedestrians, 114 bicycles

At 1st Street (Aug 2016):

AM Peak – 1,038 vehicles (Howard), 1,283 vehicles (1st), 2,556 pedestrians, 85 bicycles

Proposed Improvements

The proposed project would adjust the travel lane configuration, install pedestrian and bicycle facilities, upgrade traffic signals, modify transit boarding islands, and make color curb changes on Howard Street between The Embarcadero and 4th Street.

Bicycle Infrastructure Improvements

The proposed project includes the removal of the existing one-way protected bikeways on the north side of Howard Street between The Embarcadero and 4th Street and the installation of a two-way protected bikeway on the south side of the street on Howard Street between The Embarcadero and 4th Street. A two-way protected bikeway would allow for improved circulation and access for cyclists and redundancy in the bikeway network in the event of roadway closures at Moscone Center, on Folsom Street, on Howard Street, or for other events in SoMa. The new bikeway would be protected with concrete median islands that may include landscaping. The median islands would separate the two-way bikeway from parked vehicles and vehicle traffic. Driveway access would be preserved. At driveway locations, the bikeway would feature dashed green pavement as a visual cue of where moving bicycle and vehicle traffic may be expected. Bike signals would be installed at each signalized intersection for the eastbound and westbound directions to provide a dedicated phase for bicycle traffic where possible to reduce conflicts between bicycles and turning vehicles. A protected corner design would be installed at the southeast corner of Howard Street and Main Street, and southeast and southwest corners of Howard Street and Beale Street. The protected corner design would provide protection and space for bicyclists turning onto bicycle facilities on cross streets as well as slow down turning vehicles. Additional bike boxes and dashed green pavement may be installed on the pavement at intersections to provide cues of the path of travel for bicyclists.

Travel Lane Reconfiguration

This project proposes adjustments to the configuration of travel lanes on Howard Street between The Embarcadero and 4th Street to accommodate the protected bikeway design. Between The Embarcadero and Beale Street, Howard Street would remain one vehicle travel lane in each direction with turn pockets at intersection approaches. Between Beale Street and 4th Street, this project proposes to remove one westbound vehicle travel lane. As a result, Howard Street between Beale Street and Fremont Street would have one vehicle travel lane in each direction with turn pockets at some intersection approaches. Howard Street between Fremont Street and 4th Street would have two vehicle travel lanes in the westbound direction with turn pockets at some intersection approaches.

Pedestrian Improvements

This project proposes the installation of bulbouts to shorten the crossing distance for people walking, provide more sidewalk space for people waiting to cross the street, and improve intersection visibility. Bulbouts are proposed at the southeast and southwest corners of Howard Street and 1st Street, and the north side of Howard Street and Hawthorne Street.

This project proposes to establish a signalized midblock crossing for bicyclists and pedestrians on Howard Street between 1st Street and 2nd Street. This connection would provide access to the Salesforce Transit Center for people walking and biking. This project will also signal separate some pedestrian crossings from turning vehicles at the intersections of Howard Street at Spear, Beale, Fremont, 1st, 2nd, and 3rd streets.

Transit Improvements

The project proposes to remove the three existing, concrete transit boarding islands on the north side of Howard Street between Steuart Street and New Montgomery Street. They were initially installed in conjunction with the one-way protected bikeway on the north side of the street to eliminate the need for bus drivers pulling to the curb to pick up and drop off passengers and coming into conflict with bicyclists traveling through. However, with the bike lane changes described above, this is not necessary, the transit boarding islands are no longer needed, and bus drivers can access the curb. Any transit service along this street would pick up passengers waiting on the sidewalk rather than from transit boarding islands. Any existing transit stops would remain at the same locations.

Curb Management Changes

This project proposes parking and loading changes to accommodate the protected bikeway design, improve intersection visibility, minimize double parking, and optimize curb usage for nearby land uses. In the proposed project designs, on-street parking and loading on the north side of the street would be adjacent to the curb. On-street parking and loading on the south side of the street would be in a floating position with the two-way bikeway and concrete median islands positioned between it and the curb.

Overall, forty-eight of the 83 existing general parking spaces would be removed along the project area to accommodate the two-way bikeway and improve visibility at intersections. Nine general meter parking spaces would be converted into various loading zones including six passenger loading zones and three commercial loading yellow zones.

Traffic Signal Upgrades

The project proposal includes traffic signal timing and hardware upgrades. New poles and mast arms will be installed to provide space for mounting traffic signal heads, bike signals, and accessible pedestrian signals. Traffic signal timing will be customized to accommodate traffic

flow at different times of the day, week, and direction as well as introduce signalized protection for pedestrians, cyclists, and vehicle turning maneuvers at key locations.

Implementation

Construction would include standard installation of roadway striping, curb painting, signs, plastic delineators, traffic signal retiming, bicycle signals, traffic signal upgrades, and parking meter relocation along Howard Street between The Embarcadero and 4th Street, as well as cross street approaches. This scope of work would be led by SFMTA Operations crews.

Construction would also include curb adjustments (curb extensions, curb ramps, median islands, transit boarding islands) and new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles). This scope of work would be led by San Francisco Public Works via a private contractor and would be subject to the Citywide project Labor Agreement. The anticipated construction duration is one year.

CLASS IV PROTECTED BIKEWAY

As discussed above, a Class IV protected bikeway is proposed on Howard Street from 4th Street to The Embarcadero. A Class IV bikeway is a bikeway for the exclusive use of bicycles and includes separation between the bikeway and vehicle traffic. The project will use a combination of concrete medians, plastic delineators, and parking lanes as physical separation.

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 protected bikeway on Howard Street meets these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a qualified engineer before 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 facility and a greater sense of comfort for bicyclists, and provide a greater sense of safety for bicyclists. The SFMTA Board of Directors will adopt these alternative criteria as part of this duly noticed calendar item with opportunity for public comment. 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:

- Like a bike lane, a separated bikeway 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 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 Howard Street will conform to these NACTO design guidelines. The separated bikeways will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office on Disability, and San Francisco Public Works to ensure accessibility for all street users. It was also reviewed by the San Francisco Fire Department and San Francisco Police Department.

EMERGENCY ACCESS

To maintain appropriate emergency access for the San Francisco Fire Department (SFFD), San Francisco Police Department (SFPD), and other first responders, the Project team has submitted proposed street designs for interdepartmental reviews. In working with SFFD staff between May 2022 and October 2023, the Project team has adjusted lane widths and curb features per their feedback. Large vehicle and custom SFFD vehicle turning templates were also used to determine dimensions in the conceptual design.

This Project was reviewed at the Transportation Advisory Safety Committee (TASC) on January 11, 2024, with no objections from SFMTA Streets, SFMTA Transit Operations, SFMTA Parking Enforcement, SFMTA Taxi Services, the San Francisco Planning Department, the San Francisco Department of Public Works, the SFPD, or the SFFD.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

Items A through D, S, and AA require SFMTA Board Approval. Further, although Transportation Code, Division II, Section 201 delegates to the City Traffic Engineer the authority to approve all other items, the City Traffic Engineer recommends that the SFMTA Board approve Items E through R, T through Z, and BB, as part of the Transbay Howard Streetscape Improvement Project.

- A. RESCIND – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY) – Howard Street, westbound, north side, between The Embarcadero and 4th Street (curbside bike

lane with buffer and floating parking)

- B. ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY) – Howard Street, eastbound and westbound, south side, between 4th Street and The Embarcadero (curbside two-way bike lane with buffer and floating parking)
- C. ESTABLISH – TOW-AWAY, NO PARKING ANY TIME – Howard Street, south side, from Hawthorne Street to 13 feet west of Hawthorne Street; Howard Street, south side, from 78 feet to 123 feet west of Hawthorne Street; Howard Street, south side, from 2nd Street to 4 feet west of 2nd Street; Howard Street, north side, from 3rd Street to 15 feet to the east/ Howard Street, north side, from New Montgomery Street to 16 feet westerly; Howard Street, north side, from New Montgomery Street to 39 feet easterly; Howard Street, south side, from 234 feet to 321 feet west of 1st Street; Howard Street, south side, from 1st Street to 48 feet westerly; Howard Street, north side, from 2nd Street to 12 feet easterly; Howard Street, north side, from 200 feet to 300 feet east of 2nd Street; Howard Street, north side, from 340 feet to 424 feet east of 2nd Street; Howard Street, north side, from 198 feet to 209 feet west of 1st Street; Howard Street, north side, from 1st Street to 23 feet westerly; Howard Street, south side, from Fremont to 31 feet westerly; Howard Street, north side, from 1st Street to 10 feet easterly; Howard Street, north side, from Fremont Street to 40 feet westerly; Howard Street, south side, from Fremont Street to 38 feet easterly; Howard Street, south side, from 109 feet to 173 feet east of Fremont; Howard Street, south side, from Beale Street to 19 feet westerly; Howard Street, south side, from Main Street to 22 feet westerly; Howard Street, south side, from Main Street to 39 feet easterly; Howard Street, north side, from Spear Street to 36 feet westerly; Howard Street, south side, from Spear Street to 194 feet easterly; Howard Street, south side, from Steuart Street to 34 feet westerly; Howard Street, north side, from Steuart Street to 40 feet westerly
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Howard Street, south side, from 4th Street to 58 feet westerly; Howard Street, south side, from 3rd Street to 4th Street (north side of two-way class IV bikeway) ; Howard Street, south side, from 3rd Street to 224 feet easterly; Howard Street, south side, from Hawthorne Street to 261 feet easterly; Howard Street, north side, from 125 feet to 274 feet east of 3rd Street; Howard Street, south side, from 2nd Street to 174 feet easterly; Howard Street, south side, from 239 feet to 319 feet east of 2nd Street; Howard Street, south side, from 377 feet to 427 feet west of 1st Street; Howard Street, south side, from 1st Street to 175 feet easterly; Howard Street, north side, from Fremont Street to 130 feet easterly; Howard Street, south side, from Beale Street to 152 feet easterly; Howard Street, north side, from Beale Street to 159 feet easterly; Howard Street, north side, from Main Street to 96 feet westerly; Howard Street, south side, from Spear Street to 189 feet westerly; Howard Street, north side, from Main Street to 130 feet easterly; Howard Street, north side, from Beale Street to 31 feet westerly; Howard Street, north side, from Spear Street to 119 feet easterly; Howard Street, south side, from Steuart Street to The Embarcadero; Howard Street, north side, from Steuart Street to The Embarcadero
- E. ESTABLISH – RED ZONE – Howard Street, north side, from 227 feet to 254 feet west of 1st Street
- F. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Howard Street, south side, from 224 feet to 264 feet east of 3rd Street; Howard Street, south side, from 13 feet to 78 feet west of

Hawthorne Street; Howard Street, south side, from 321 feet to 377 feet west of 1st Street; Howard Street, south side, from 109 feet to 189 feet west of 1st Street; Howard Street, north side, from 12 feet to 95 feet east of 2nd Street; Howard Street, north side, from 298 feet to 339 feet west of 1st Street; Howard Street, north side, from 209 feet to 227 feet west of 1st Street; Howard Street, north side, from 135 feet to 198 feet west of 1st Street

- G. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Howard Street, north side, from 274 feet to 296 feet east of 3rd Street; Howard Street, north side, from 39 feet to 64 feet east of New Montgomery Street; Howard Street, north side, from 85 feet to 131 feet east of New Montgomery Street; Howard Street, south side, from 174 feet to 196 feet east of 2nd Street; Howard Street, south side, from 189 feet to 234 feet west of 1st Street; Howard Street, north side, from 300 feet to 340 feet east of 2nd Street; Howard Street, north side, from 254 feet to 298 feet west of 1st Street; Howard Street, north side, from 40 feet to 132 feet west of Fremont Street; Howard Street, south side, from 38 feet to 109 feet east of Fremont Street; Howard Street, north side, from 79 feet to 145 feet west of Beale Street; Howard Street, north side, from 96 feet to 116 feet west of Main Street; Howard Street, north side, from 102 feet to 146 feet west of Spear Street; Howard Street, south side, from 34 feet to 81 feet west of Steuart Street
- H. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Howard Street, north side, from 15 feet to 81 feet east of 3rd Street; Howard Street, north side, from 179 feet to 245 feet west of New Montgomery Street; Howard Street, south side, from 319 feet to 399 feet east of 2nd Street; Howard Street, north side, from 23 feet to 135 feet west of 1st Street; Howard Street, south side, from 31 feet to 99 feet west of Fremont Street; Howard Street, north side, from 10 feet to 143 feet east of 1st Street; Howard Street, north side, from 31 feet to 79 feet west of Beale Street; Howard Street, south side, from 22 feet to 123 feet west of Main Street; Howard Street, south side, from 39 feet to 87 feet east of Main Street; Howard Street, north side, from 119 feet to 169 feet east of Spear Street
- I. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Howard Street, south side, from 4 feet to 64 feet west of 2nd Street
- J. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY – Howard Street, south side from 48 feet to 109 feet west of 1st Street
- K. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 11:30 AM TO 1:30 PM, AND 5 PM TO MIDNIGHT, DAILY – Howard Street, south side, from 196 feet to 238 feet east of 2nd Street
- L. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 6 PM TO MIDNIGHT, TUESDAY THROUGH SATURDAY NIGHT – Howard Street, north side, from 339 feet to 402 feet west of 1st Street Transbay Howard Streetscape Project
- M. ESTABLISH – WHITE ZONE, TAXI CAB ONLY, AT ALL TIMES – Howard Street from 81 feet to 125 feet east of 3rd Street
- N. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 6 PM TO 2 AM, DAILY ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 3rd Street, east side from 32 feet to 76 feet north of Howard Street

- O. ESTABLISH – METERED MOTORCYCLE PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Howard Street, north side, from 16 feet to 84 feet, west of New Montgomery Street
- P. RESCIND – BIKE SHARE STATION – Howard Street, north side, from 87 feet to 132 feet east of New Montgomery Street; Howard Street, north side, from 100 feet to 187 feet east of Beale Street
- Q. ESTABLISH – BIKE SHARE STATION – Howard Street, south side, from 92.5 feet to 155 feet east of New Montgomery Street; Howard Street, south side, from 19 feet to 101 feet west of Beale Street
- R. RESCIND – TRANSIT BOARDING ISLAND
RESCIND – TOW-AWAY, NO STOPPING ANY TIME
Howard Street, north side, from 2nd Street to 85 feet westerly; Howard Street, north side, from Fremont Street to 88 feet westerly; Howard Street, north side, from Spear Street to 50 feet easterly
- S. ESTABLISH – BUS ZONE
ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME
Howard Street, north side, from 2nd Street to 85 feet westerly
- T. ESTABLISH – RED ZONE, 7 AM TO 10 AM, MONDAY THROUGH FRIDAY EXCEPT MUNI
ESTABLISH – GENERAL METERED PARKING, 10 AM TO 6 PM, MONDAY THROUGH FRIDAY
Howard Street, north side, from 95 feet to 200 feet east of 2nd Street (bus layover during AM peak period)
- U. ESTABLISH – RED ZONE, 3 PM TO 7 PM, MONDAY THROUGH FRIDAY EXCEPT MUNI
ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 3 PM MONDAY THROUGH FRIDAY, 7 AM TO 7 PM, SATURDAY
Howard Street, north side, from 36 feet to 102 feet west of Spear Street (bus layover during AM peak period); Howard Street, north side, from 40 feet to 106 feet west of Steuart Street (bus layover during AM peak period)
- V. ESTABLISH – NO TURN ON RED – 4th Street, southbound, at Howard Street; Howard Street, westbound, at 4th Street; 3rd Street, northbound, at Howard Street; Howard Street, westbound, at Hawthorne Street; Howard Street, westbound, at 2nd Street; Howard Street, westbound, at 1st Street; Fremont Street, northbound, at Howard Street (left and right turns); Beale Street, southbound, at Howard Street; Howard Street, eastbound, at Beale Street; Howard Street, westbound, at Main Street; Howard Street, eastbound, at Spear Street; Spear Street, northbound, at Howard Street; Howard Street, eastbound, at Steuart Street; Steuart Street, northbound, at Howard Street; Howard Street, eastbound, at The Embarcadero
- W. ESTABLISH – NO TURN ON RED, EXCEPT BICYCLES – Main Street, northbound, at Howard Street
- X. ESTABLISH – RAISED CROSSWALK (ACROSS BIKEWAY) – Howard Street, 230 feet east of 3rd Street; Howard Street, 200 feet east of 2nd Street; Howard Street, 360 feet east of 2nd Street; Howard Street, 340 feet west of 1st Street; Howard Street, 95 feet west of 1st Street; Howard Street, 70 feet west of Fremont Street; Howard Street, 80 feet west of Main Street; Howard Street, 80 feet east of Main Street

- Y. ESTABLISH – TRAFFIC SIGNAL – Howard Street, 280 feet east of 2nd Street (midblock signal between 2nd Street and 1st Street for Transbay Terminal)
- Z. ESTABLISH – LEFT LANE MUST TURN LEFT – Howard Street, westbound, from 4th Street to 230 feet easterly (changes through-left lane to left only lane); 3rd Street, northbound from Howard Street to 230 feet southerly (changes through-left lane to left only lane); Howard Street, westbound, from 2nd Street to 120 feet easterly; Howard Street, westbound, from 1st Street to 116 feet easterly (dual left turn lanes); Fremont Street, northbound, from Howard Street to 260 feet southerly (established second left turn only lane)
- AA. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME
ESTABLISH – SIDEWALK WIDENING
Howard Street, north side, from 84 feet to 179 feet west of New Montgomery Street (5-foot bulb); 1st Street, west side, from Howard Street to 30 feet southerly (5-foot bulb); 1st Street, east side, from Howard Street to 30 feet southerly (5-foot bulb)
- BB. ESTABLISH – NO PARKING EXCEPT BICYCLES – Howard Street, north side, from 64 feet to 85 feet east of New Montgomery Street (bike hanger)

ALTERNATIVES CONSIDERED

The project team assessed design alternatives prior to recommending a two-way protected bikeway on Howard Street between The Embarcadero and 4th Street. The following description details the alternative options considered and the associated tradeoffs and constraints.

No-Build Option: Due to intersection design complexities in providing a two-way protected facility for cyclists on Howard Street, the project team considered maintaining a westbound-only protected bikeway. Eastbound bicycle travel would use Folsom Street, which is currently already part of the bicycle network. Between the same extents, Folsom Street features an eastbound Class IV bikeway from The Embarcadero to 4th Street and a westbound Class IV bikeway from The Embarcadero to Essex Street. Through the Folsom Streetscape Project that was legislated in 2019, a two-way Class IV bikeway will be installed from 2nd Street to 11th Street.

However, the No-Build Option would not provide a consistent, two-way bike facility to connect with the already approved but not yet constructed section on Howard from 11th Street to 4th Street. Additionally, the No-Build Option would not provide eastbound bicycle access on Howard Street. Staff have observed cyclists riding the in eastbound direction in the current westbound bike lanes due to the long block lengths on Howard Street. Rather than cycling an extra mile out of the way to reach a mid-block destination on Howard, some cyclists choose to right the wrong way for a half a block to reach their destination.

Class II Build Option: The project team also considered providing eastbound and westbound Class II bike lanes on Howard Street from The Embarcadero to 4th Street. The westbound bike lane would be on the north side of the street and the eastbound bike lane would be on the south side of the street. The eastbound bike lane would also be contraflow from Beale Street to 4th Street.

The proposed project was ultimately selected over the above options as it would provide bi-directional bike protected lanes, extend the already-approved design on Howard Street between 11th and 4th streets, upgrade pedestrian and signal infrastructure, and provide redundancy in the SoMa bikeway network.

STAKEHOLDER ENGAGEMENT

The SFMTA conducted outreach with community stakeholders throughout the course of the planning and conceptual design phases of the project. Building off the previous outreach efforts of the Howard Street Quick-Build project, outreach for the Transbay Howard Streetscape Improvement project focused on stakeholders directly affected by proposed changes, specifically businesses, residents, commuters, and nearby community organizations. Initial outreach, in fall 2022, began with in-person and online project introductions. Staff also conducted site visits with businesses to introduce the project, collect initial feedback, and provide informational material. Following the initial project outreach, a two-week virtual open house was held in December 2022. This virtual event was paired with both in-person and virtual office hours. Throughout the project, staff also sent multiple mailers to close to 14,000 addresses, posted physical notices along the corridor, and sent e-mail updates to subscribers to promote upcoming events related to the project.

Door-to-Door Site Visits

In October 2022, the project team conducted door-to-door site visits and spoke to 44 businesses in the project area, distributed factsheets, showed business owners draft designs, and walked the corridor with people to show them proposed changes. Businesses were also given the opportunity to fill out the loading needs survey to help staff get a more holistic sense of loading needs in the project area. Most business owners were supportive or neutral of the project, although some did express concerns about loading and construction disruptions. Staff recorded those concerns and either worked with the business owners to assuage their concerns or modify the design to meet their needs. Some business owners requested follow-up meetings or clarifications of designs and staff were able to contact them again.

Direct Stakeholder Engagement

The project team reached out to 11 community organizations, offering an opportunity to meet and discuss the project design. The community organizations were identified from the official Supervisor District 6 liaison list, and from organizations that had previously expressed interest in similar projects in the area. These organizations included the South of Market Business Association, the SOMA Community Action Network, Folsom Street, the Rincon Center Tenants Association, SOMA Pilipinas, United Playaz, the Yerba Buena Community Benefit District, and the East Cut Community Benefit District. Additionally, the project team made themselves available to meet or communicate with any advocacy organization or partner agency that reached out to the team, including the San Francisco Bicycle Coalition, WalkSF, and Golden Gate Transit.

Virtual Open House

The project team hosted a Virtual Open House event, an interactive website where participants

could view proposed designs, schedule appointments, attend office hours with the project team, submit public comments, and give feedback via a survey. The virtual open house event ran for 2 weeks from December 7 to 21, 2022 and is still accessible on the project website for archival purposes. During the two-week period it was viewed 436 times in four different languages (Spanish, Chinese, Filipino, and English). The virtual open house used ArcGIS Online StoryMaps, a web-based program which can embed text, images, videos, and surveys alongside virtual maps in a user-friendly way, allowing people to explore the project at their own pace. The website showed images of landscaping and design elements, before and after cross-sectional graphics, plan view renderings of the corridor, and conceptual design drawings of intersections, along with interactive maps to help viewers orient themselves to where the project area was.

The Virtual Open House was publicized via e-mail and SMS subscription notifications to stakeholders, a banner at the top of the project website, a project update posted on the project website, physical mailers sent to every address in the project area, and posters posted on every intersection and adjacent side streets of the project area.

Virtual Office Hours and Meetings with Stakeholders

Publicized on the Virtual Open House, on the project webpage, and in e-mail and SMS notifications to stakeholders, the project team made themselves available to meet with any interested person online or by phone at pre-scheduled times. There were four office hours sessions during the open house period, at different times of the morning, evening, and midday to accommodate different schedules. Additionally, the project team made themselves available to meet with any interested person if they could not meet during the pre-scheduled office hours online or along the project corridor. Both these opportunities were widely publicized, although they did not receive any attendance.

In-Person Office Hours

On December 15, 2022, the project team conducted 2 hours of in-person outreach and office hours on the corner of Howard Street and Main Street from 11:30 am to 1:30 pm. The time frame was chosen because many employees of businesses in and around the project area would be out for lunch, so the team would get more engagement, particularly for people who may not have received other marketing materials. The project team set up a folding table near the Park Tower Privately-Owned Public Open Space on Howard Street and Main Street, next to the Meta Headquarters. Staff brought an SFMTA tablecloth, stickers, and promotional items to give away as well as paper factsheets in four languages, and posterboards showing conceptual designs for both the Transbay Howard Streetscape Improvement Project and the Main Street Streetscape Improvement Project which intersect and required close design and outreach collaboration between the two project teams. Staff proactively engaged people walking down the street and solicited opinions and feedback about the projects, while also handing out factsheets and SFMTA promotional items.

Approximately 30 people stopped to give substantial opinions and feedback on the proposal, and many more read the posterboards or factsheets. Staff were also able to physically show people where design elements would go, because the table was right next to the street. A representative from the East Cut Community Benefit District also spoke with the project team in-depth about community-wide concerns and opinions on the project, which were recorded to be investigated

more closely.

Open House Survey and Loading Needs Survey

The two surveys, which were later combined, asked a variety of questions about how people used and got around Howard Street, as well as providing space for open-ended opinions and feedback. The survey also collected anonymous demographic information such as age, disability, race, and income.

The loading needs survey was focused primarily on business owners and operators on Howard Street, and asked a variety of questions about when, where, how often, and what they were loading and unloading to ensure the street design did not disrupt their ability to load and unload. The loading needs survey was publicized via physical mailers, email blasts, factsheets, and door-to-door outreach. It received 6 responses.

The open house survey was targeted more broadly to all users of Howard Street and asked a variety of questions about how and why people travel on Howard Street, their ideas for landscaping and design elements, as well as opportunities to give general opinions, feedback, and public comments.

The survey received 26 responses, and was publicized via posters, mailers, e-mail and SMS notifications, and the virtual open house itself. Eighty percent of respondents identified as residents or business operators in the project area, and all but one respondent typically use a form of transportation other than driving, with the largest share being people who walk. Respondents overwhelmingly approved of the project, with 77% saying they like the project. Respondents expressed excitement about two-way protected bikeway, and multiple people said it would change their behavior and commuting route to be able to use the bikeway both ways. People also liked the proposed concrete and landscaping features, and multiple people asked for as much landscaping as possible, particularly overstory trees and native plants around the Moscone Center/Yerba Buena Gardens. Additional themes included concerns around congestion with the lane reduction, particularly towards the San Francisco-Oakland Bay Bridge and interest in more signal timing changes.

In addition to hosting the virtual open house events, the project team also held in-depth discussions with stakeholders, performed site visits with specific businesses, including the Moscone Center, and reviewed e-mails, voice comments, and survey results throughout the course of the project. Common themes from public feedback included the potential for increased vehicle congestion, preferences for commercial, accessible, loading, and general parking space placement, and concerns Moscone Center about the block between 3rd and 4th streets. Staff revised the design to include left and right turn pockets to allow dedicated space for vehicles to turn off of Howard Street and allow for additional vehicle throughput. Staff closely worked with businesses and offices to understand their loading needs and preferences and included them in the final curbside management plan. Outreach with Moscone Center is detailed in the following Public Hearing section. In general, through the public outreach process, the project team considered and adjusted proposed designs to better address issues and concerns that were raised during outreach. Additional design elements were adjusted based off community feedback,

including loading zones for businesses.

Public Hearing

On February 2, 2024, the project proceeded to the SFMTA Engineering Public Hearing for public comment. At Public Hearing, ten members of the public provided comments. Staff heard support for pedestrian safety elements including traffic signal upgrades, signal phases separating turning vehicles and cyclists and pedestrians, and upgraded bi-directional bikeways. Staff also heard concerns with the potential for future increases in congestion, street closures relating to construction activities, Golden Gate Transit access on Howard, and construction scheduling and phasing.

Five comments related to the Howard Street block between 3rd Street and 4th Street which is where Moscone Center South is located. These comments were in general opposition to the project and cited concerns with cyclists traveling in both directions on the south side of the block. The south side of Howard Street between 3rd and 4th streets includes a long loading bay for Moscone Center with four egress/ingress points. Comments expressed concerns with potential conflicts between cyclists and vehicles at these four egress/ingress points, potential challenges with loading operations, and a preference to keep the bikeway on the north side of the street.

In response, staff indicated the long planning process for Howard Street between 3rd and 4th streets between 2016 and 2023. This planning process for this block was originally part of the Howard Streetscape Project (11th Street to 3rd Street). Between 2016 and 2023, the planning and design process included 8 meetings where project staff and Moscone leadership worked to revise the proposed design for the block between 3rd and 4th streets based on Moscone operations, concerns with loading practices and truck movements, and potential conflicts between vehicles and cyclists at the four egress/ingress points.

A design was agreed upon between project staff and Moscone leadership in 2019. However, Moscone leadership requested that legislation for the 3rd to 4th street block be delayed and included in the Transbay Howard Improvement Project. Staff honored this request and legislated Howard Street between 11th and 4th streets as part of the Howard Streetscape Project. The proposed project (Transbay Howard Improvement Project) honors the original, agreed upon design from 2019 and Moscone leadership's request to delay legislation for the 3rd to 4th street block for inclusion at this time.

Communication methods applied throughout outreach phase:

Mailers - A physical postcard-style mailer was sent to every address within a block of the project area informing residents of the project, inviting them to explore the project website, and to sign up for e-mail and SMS project updates. The mailers were delivered on October 18, 2022, and were sent to 13,812 addresses. Additionally, a physical postcard-style mailer was sent to every address within a block of the project area informing residents of the proposed changes and inviting them to participate in the open house and explore the project website. Every mailer was translated into Spanish and Chinese as well as English. The mailers were delivered on December 9, 2022, and were sent to 13,875 addresses.

Public Notice Posters - The project team posted public notices regarding the open house event in conspicuous locations on every block of the project corridor and adjacent side streets in the project area, with information on where and how to access the open house in multiple languages. The notices were posted on November 22, 2022.

Project Factsheets - Project factsheets were used in both printed and online forms to quickly present the most salient facts and proposed features of the project, as well as contact information and ways to stay informed and engaged about the project. They were frequently handed out at outreach events, and were available in Spanish, English, Chinese, and Filipino.

E-Mail & SMS Subscription Notifications - Email updates were routinely sent to the over 2,800 people who had signed up to receive updates on the project, including invitations and reminders about the open house, project updates, and opportunities to give opinions and feedback on the project.

Project Website - The project website has served as a landing page for the project, with information about the project, links to surveys and the open house, project factsheets, contact information for the project team, and a project timeline, among other features.

FUNDING IMPACT

Funding for the project is overseen by San Francisco Public Works, who assumes all concurrent budget and financial responsibilities related to the work. Funding for the proposed traffic modifications is provided by several funding sources. The total project cost is broken down into the following project phases and sources:

Uses	Developer Fees (IPIC)	Transbay CFD Bond (Special Tax Revenue)	AHSC Cycle 7	Total
Phase 1: Planning	\$53,000	\$801,500	\$0	\$854,500
Phase 2: Design	\$0	\$3,900,000	\$0	\$3,900,000
Phase 3: Construction	\$0	\$28,000,000	\$3,500,000	\$31,500,000
Total Sources	\$53,000	\$32,701,500	\$3,500,000	\$36,254,500

ENVIRONMENTAL REVIEW

The proposed Transbay Howard Streetscape Improvement Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for construction of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another pursuant to Title 14 of the California Code of Regulations Section 15303.

The Planning Department determined on November 09, 2023, that the proposed Transbay Howard Streetscape Improvement Project (Case Number 2023-007606ENV) is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15303.

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-007606ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve the two-way parking protected bikeway and parking and traffic modifications on Howard Street between The Embarcadero and 4th Street, as set forth in Items A through BB above, to improve safety for all modes of transportation and enhance comfort for people walking and biking along the corridor as part of the Transbay Howard Streetscape Improvement Project

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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

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

WHEREAS The SFMTA is committed to creating a network of protected bikeways citywide; and,

WHEREAS, The SFMTA has proposed protected bikeways on Howard Street between 4th Street and The Embarcadero as follows:

- A. RESCIND – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY) – Howard Street, westbound, north side, between The Embarcadero and 4th Street (curbside bike lane with buffer and floating parking)
- B. ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY) – Howard Street, eastbound and westbound, south side, between 4th Street and The Embarcadero (curbside two-way bike lane with buffer and floating parking)
- C. ESTABLISH – TOW-AWAY, NO PARKING ANY TIME – Howard Street, south side, from Hawthorne Street to 13 feet west of Hawthorne Street; Howard Street, south side, from 78 feet to 123 feet west of Hawthorne Street; Howard Street, south side, from 2nd Street to 4 feet west of 2nd Street; Howard Street, north side, from 3rd Street to 15 feet to the east/ Howard Street, north side, from New Montgomery Street to 16 feet westerly; Howard Street, north side, from New Montgomery Street to 39 feet easterly; Howard Street, south side, from 234 feet to 321 feet west of 1st Street; Howard Street, south side, from 1st Street to 48 feet westerly; Howard Street, north side, from 2nd Street to 12 feet easterly; Howard Street, north side, from 200 feet to 300 feet east of 2nd Street; Howard Street, north side, from 340 feet to 424 feet east of 2nd Street; Howard Street, north side, from 198 feet to 209 feet west of 1st Street; Howard Street, north side, from 1st Street to 23 feet westerly; Howard Street, south side, from Fremont to 31 feet westerly; Howard Street, north side, from 1st Street to 10 feet easterly; Howard Street, north side, from Fremont Street to 40 feet westerly; Howard Street, south side, from Fremont Street to 38 feet easterly; Howard Street, south side, from 109 feet to 173 feet east of Fremont; Howard Street, south side, from Beale Street to 19 feet westerly; Howard Street, south side, from Main Street to 22 feet westerly; Howard Street, south side, from Main Street to 39 feet easterly; Howard Street, north side, from Spear Street to 36 feet westerly; Howard Street, south side, from Spear Street to 194 feet easterly; Howard Street, south side, from Steuart Street to 34 feet westerly; Howard Street, north side, from Steuart Street to 40 feet westerly

- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Howard Street, south side, from 4th Street to 58 feet westerly; Howard Street, south side, from 3rd Street to 4th Street (north side of two-way class IV bikeway) ; Howard Street, south side, from 3rd Street to 224 feet easterly; Howard Street, south side, from Hawthorne Street to 261 feet easterly; Howard Street, north side, from 125 feet to 274 feet east of 3rd Street; Howard Street, south side, from 2nd Street to 174 feet easterly; Howard Street, south side, from 239 feet to 319 feet east of 2nd Street; Howard Street, south side, from 377 feet to 427 feet west of 1st Street; Howard Street, south side, from 1st Street to 175 feet easterly; Howard Street, north side, from Fremont Street to 130 feet easterly; Howard Street, south side, from Beale Street to 152 feet easterly; Howard Street, north side, from Beale Street to 159 feet easterly; Howard Street, north side, from Main Street to 96 feet westerly; Howard Street, south side, from Spear Street to 189 feet westerly; Howard Street, north side, from Main Street to 130 feet easterly; Howard Street, north side, from Beale Street to 31 feet westerly; Howard Street, north side, from Spear Street to 119 feet easterly; Howard Street, south side, from Steuart Street to The Embarcadero; Howard Street, north side, from Steuart Street to The Embarcadero
- E. ESTABLISH – RED ZONE – Howard Street, north side, from 227 feet to 254 feet west of 1st Street
- F. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Howard Street, south side, from 224 feet to 264 feet east of 3rd Street; Howard Street, south side, from 13 feet to 78 feet west of Hawthorne Street; Howard Street, south side, from 321 feet to 377 feet west of 1st Street; Howard Street, south side, from 109 feet to 189 feet west of 1st Street; Howard Street, north side, from 12 feet to 95 feet east of 2nd Street; Howard Street, north side, from 298 feet to 339 feet west of 1st Street; Howard Street, north side, from 209 feet to 227 feet west of 1st Street; Howard Street, north side, from 135 feet to 198 feet west of 1st Street
- G. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Howard Street, north side, from 274 feet to 296 feet east of 3rd Street; Howard Street, north side, from 39 feet to 64 feet east of New Montgomery Street; Howard Street, north side, from 85 feet to 131 feet east of New Montgomery Street; Howard Street, south side, from 174 feet to 196 feet east of 2nd Street; Howard Street, south side, from 189 feet to 234 feet west of 1st Street; Howard Street, north side, from 300 feet to 340 feet east of 2nd Street; Howard Street, north side, from 254 feet to 298 feet west of 1st Street; Howard Street, north side, from 40 feet to 132 feet west of Fremont Street; Howard Street, south side, from 38 feet to 109 feet east of Fremont Street; Howard Street, north side, from 79 feet to 145 feet west of Beale Street; Howard Street, north side, from 96 feet to 116 feet west of Main Street; Howard Street, north side, from 102 feet to 146 feet west of Spear Street; Howard Street, south side, from 34 feet to 81 feet west of Steuart Street
- H. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Howard Street, north side, from 15 feet to 81 feet east of 3rd Street; Howard Street, north side, from 179 feet to 245 feet west of New Montgomery Street; Howard Street, south side, from 319 feet to 399 feet east of 2nd Street; Howard Street, north side, from 23 feet to 135 feet west of 1st Street; Howard Street, south side, from 31 feet to 99 feet west of Fremont Street; Howard Street, north side, from 10 feet to 143 feet east of 1st Street; Howard Street, north side, from 31 feet to

79 feet west of Beale Street; Howard Street, south side, from 22 feet to 123 feet west of Main Street; Howard Street, south side, from 39 feet to 87 feet east of Main Street; Howard Street, north side, from 119 feet to 169 feet east of Spear Street

- I. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Howard Street, south side, from 4 feet to 64 feet west of 2nd Street
- J. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY – Howard Street, south side from 48 feet to 109 feet west of 1st Street
- K. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 11:30 AM TO 1:30 PM, AND 5 PM TO MIDNIGHT, DAILY – Howard Street, south side, from 196 feet to 238 feet east of 2nd Street
- L. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 6 PM TO MIDNIGHT, TUESDAY THROUGH SATURDAY NIGHT – Howard Street, north side, from 339 feet to 402 feet west of 1st Street Transbay Howard Streetscape Project
- M. ESTABLISH – WHITE ZONE, TAXI CAB ONLY, AT ALL TIMES – Howard Street from 81 feet to 125 feet east of 3rd Street
- N. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 6 PM TO 2 AM, DAILY
ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 3rd Street, east side from 32 feet to 76 feet north of Howard Street
- O. ESTABLISH – METERED MOTORCYCLE PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Howard Street, north side, from 16 feet to 84 feet, west of New Montgomery Street
- P. RESCIND – BIKE SHARE STATION – Howard Street, north side, from 87 feet to 132 feet east of New Montgomery Street; Howard Street, north side, from 100 feet to 187 feet east of Beale Street
- Q. ESTABLISH – BIKE SHARE STATION – Howard Street, south side, from 92.5 feet to 155 feet east of New Montgomery Street; Howard Street, south side, from 19 feet to 101 feet west of Beale Street
- R. RESCIND – TRANSIT BOARDING ISLAND
RESCIND – TOW-AWAY, NO STOPPING ANY TIME
Howard Street, north side, from 2nd Street to 85 feet westerly; Howard Street, north side, from Fremont Street to 88 feet westerly; Howard Street, north side, from Spear Street to 50 feet easterly
- S. ESTABLISH – BUS ZONE
ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME
Howard Street, north side, from 2nd Street to 85 feet westerly
- T. ESTABLISH – RED ZONE, 7 AM TO 10 AM, MONDAY THROUGH FRIDAY EXCEPT MUNI
ESTABLISH – GENERAL METERED PARKING, 10 AM TO 6 PM, MONDAY THROUGH FRIDAY
Howard Street, north side, from 95 feet to 200 feet east of 2nd Street (bus layover during AM peak period)
- U. ESTABLISH – RED ZONE, 3 PM TO 7 PM, MONDAY THROUGH FRIDAY EXCEPT MUNI

ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 3 PM MONDAY THROUGH FRIDAY, 7 AM TO 7 PM, SATURDAY

Howard Street, north side, from 36 feet to 102 feet west of Spear Street (bus layover during AM peak period); Howard Street, north side, from 40 feet to 106 feet west of Steuart Street (bus layover during AM peak period)

- V. **ESTABLISH – NO TURN ON RED –** 4th Street, southbound, at Howard Street; Howard Street, westbound, at 4th Street; 3rd Street, northbound, at Howard Street; Howard Street, westbound, at Hawthorne Street; Howard Street, westbound, at 2nd Street; Howard Street, westbound, at 1st Street; Fremont Street, northbound, at Howard Street (left and right turns); Beale Street, southbound, at Howard Street; Howard Street, eastbound, at Beale Street; Howard Street, westbound, at Main Street; Howard Street, eastbound, at Spear Street; Spear Street, northbound, at Howard Street; Howard Street, eastbound, at Steuart Street; Steuart Street, northbound, at Howard Street; Howard Street, eastbound, at The Embarcadero
- W. **ESTABLISH – NO TURN ON RED, EXCEPT BICYCLES –** Main Street, northbound, at Howard Street
- X. **ESTABLISH – RAISED CROSSWALK (ACROSS BIKEWAY) –** Howard Street, 230 feet east of 3rd Street; Howard Street, 200 feet east of 2nd Street; Howard Street, 360 feet east of 2nd Street; Howard Street, 340 feet west of 1st Street; Howard Street, 95 feet west of 1st Street; Howard Street, 70 feet west of Fremont Street; Howard Street, 80 feet west of Main Street; Howard Street, 80 feet east of Main Street
- Y. **ESTABLISH – TRAFFIC SIGNAL –** Howard Street, 280 feet east of 2nd Street (midblock signal between 2nd Street and 1st Street for Transbay Terminal)
- Z. **ESTABLISH – LEFT LANE MUST TURN LEFT –** Howard Street, westbound, from 4th Street to 230 feet easterly (changes through-left lane to left only lane); 3rd Street, northbound from Howard Street to 230 feet southerly (changes through-left lane to left only lane); Howard Street, westbound, from 2nd Street to 120 feet easterly; Howard Street, westbound, from 1st Street to 116 feet easterly (dual left turn lanes); Fremont Street, northbound, from Howard Street to 260 feet southerly (established second left turn only lane)
- AA. **ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME**
- ESTABLISH – SIDEWALK WIDENING**
Howard Street, north side, from 84 feet to 179 feet west of New Montgomery Street (5-foot bulb); 1st Street, west side, from Howard Street to 30 feet southerly (5-foot bulb); 1st Street, east side, from Howard Street to 30 feet southerly (5-foot bulb)
- BB. **ESTABLISH – NO PARKING EXCEPT BICYCLES –** Howard Street, north side, from 64 feet to 85 feet east of New Montgomery Street (bike hanger)

WHEREAS, The California Environmental Quality Act (CEQA) provides a categorical exemption from environmental review for construction of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another pursuant to Title 14 of the California Code of Regulations Section 15303; and,

WHEREAS, On November 09, 2023, the Planning Department determined that the proposed Transbay Howard Streetscape Improvement Project (Case Number 2023-007606ENV)

is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15303; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-007606ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

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

WHEREAS, 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 the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The protected bikeway proposed as part of the project meets these three requirements; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting facility and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and, now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves bicycle, parking, and traffic modifications, as set forth in items A through BB above, along Howard Street associated with the Transbay Howard Streetscape Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 16, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency