



# SAN FRANCISCO PLANNING DEPARTMENT

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## Addendum to Environmental Impact Report

*Addendum Date:* November 23, 2015  
*Case No.:* 2007.0558E and 2008.0789E  
*Project Title:* Folsom Street Design Update  
*EIR:* Transit Center District Plan Final Environmental Impact Report  
(Final EIR)  
SCL No. 2008072073, certified May 24, 2012  
*Project Sponsor:* Joshua Switzky, San Francisco Planning Department  
(415) 575-6815 and  
Greg Riessen, San Francisco Municipal Transportation Agency  
(415) 749-2571  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Christopher Espiritu – (415) 575-9022  
christopher.espiritu@sfgov.org

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
415.558.6378

Fax:  
415.558.6409

Planning  
Information:  
415.558.6377

## REMARKS

The purpose of this Addendum to the Transit Center District Plan Final Environmental Impact Report (TCDP FEIR) is to support the Planning Department and SFMTA's determination that no supplemental environmental review is required for the proposed Folsom Street Design Update ("proposed project"). As further described below, the environmental effects of proposed changes to the Folsom Street Design have been adequately analyzed pursuant to the California Environmental Quality Act (CEQA) in the TCDP FEIR. The following describes proposed changes to the Folsom Street Design in comparison to the original design analyzed in the TCDP FEIR, provides analysis of the proposed project in the context of the previous environmental review (TCDP FEIR), and summarizes the potential environmental effects that may occur as a result of implementing the changes due to the proposed update to the Folsom Street Design Update.

### *Background*

The Transit Center District Plan is a land use and transportation plan sponsored by the San Francisco Planning Department to improve conditions in the Transit Center District area within downtown San Francisco. On May 24, 2012, the Planning Commission certified the Final EIR for the Transit Center District Plan (TCDP FEIR). The TCDP FEIR analyzed amendments to the Planning Code and Zoning Maps and to the Transit Center District Plan, sub-area of the Downtown Plan and element of the San Francisco General Plan.<sup>1</sup>

One of the projects proposed under the TCDP is the reconfiguration of Folsom Street between Spear and Second Streets (a distance of ½ mile, or five blocks), from the existing primarily one-way eastbound

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<sup>1</sup> The Transit Center District Plan environmental review case file is available for public review at the Planning Department offices, 1650 Mission Street, San Francisco as part of case 2008.0789E.

traffic arterial, into a two-way “civic boulevard” and neighborhood destination serving both the Rincon Hill and Transbay neighborhoods, as further described in the TCDP.<sup>2</sup> In conjunction, former Embarcadero freeway parcels located along the north side of Folsom Street, between Essex and Spear streets, are currently being redeveloped into a high-density residential development, with a ground floor retail space that would activate Folsom Street as a more pedestrian-oriented street.

The original design for Folsom Street that was analyzed under TCDP would have reconstructed the street to have large corner bulb-outs with landscaped “rain gardens.” As shown in Figures 1A and 1B, the original design would also have included two travel lanes in each direction, on-street parking along the north and south curbsides of the street, and an eastbound Class II bicycle lane.

The environmental effects of this original design, as a component of the overall TCDP project, was analyzed in the TCDP FEIR. As shown in Tables 3 and 4, the TCDP FEIR found that the overall TCDP project would, under cumulative conditions, result in significant and unavoidable (with mitigation) traffic impacts at multiple intersections along Folsom Street and other nearby intersections within the plan area, due to both increased traffic volumes from growth within the plan area, and also the reduction of roadway capacity on Folsom Street and other streets within the Plan Area boundaries. No other project-level or cumulative significant impacts were found for this component of the TCDP project.

### Project Description

#### *Folsom Street Design – 2012 TCDP*

The Office of Community Investment and Infrastructure (OCII) developed plans to redesign and reconstruct Folsom Street between Second and Essex streets in 2016, and have undertaken the schematic design of Folsom Street. During the schematic design process, specific design considerations indicated the need for adjustments to better serve local and regional transit travel within the project area, and provide compatibility with proposed Central SoMa improvements proposed for adjacent streets in the vicinity. Figures 1A and 1B presents the original Folsom Street Design concept analyzed under the TCDP FEIR that required reconsideration.

As part of a separate SFMTA-sponsored project, the Muni 12 Folsom bus route is proposed to extend east along Folsom Street, requiring the construction of transit boarding islands on this segment of Folsom Street. Eastbound bus service would be extended from Second Street to Main Street, where the bus would turn left; to serve this bus, there would be one eastbound boarding island constructed on Folsom on the nearside of Second Street (which would also serve Golden Gate Transit outbound PM commuter buses), and a second eastbound boarding island constructed on Folsom between First and Fremont streets. Westbound bus service would proceed south on Spear and turn right onto westbound Folsom, then left onto southbound Essex and then right onto westbound Harrison Street; to serve this bus, there would be a westbound boarding island on Folsom between Fremont and First streets.

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<sup>2</sup> The Transit Center District Plan is available for download at the following link:  
[http://www.sf-planning.org/ftp/CDG/CDG\\_transit\\_center.htm#draft\\_plan](http://www.sf-planning.org/ftp/CDG/CDG_transit_center.htm#draft_plan). Description of the Folsom Street Design begins on page 7.

Figure 1A: Folsom Street Design (Embarcadero to Fremont Streets), as analyzed in the TCDP FEIR

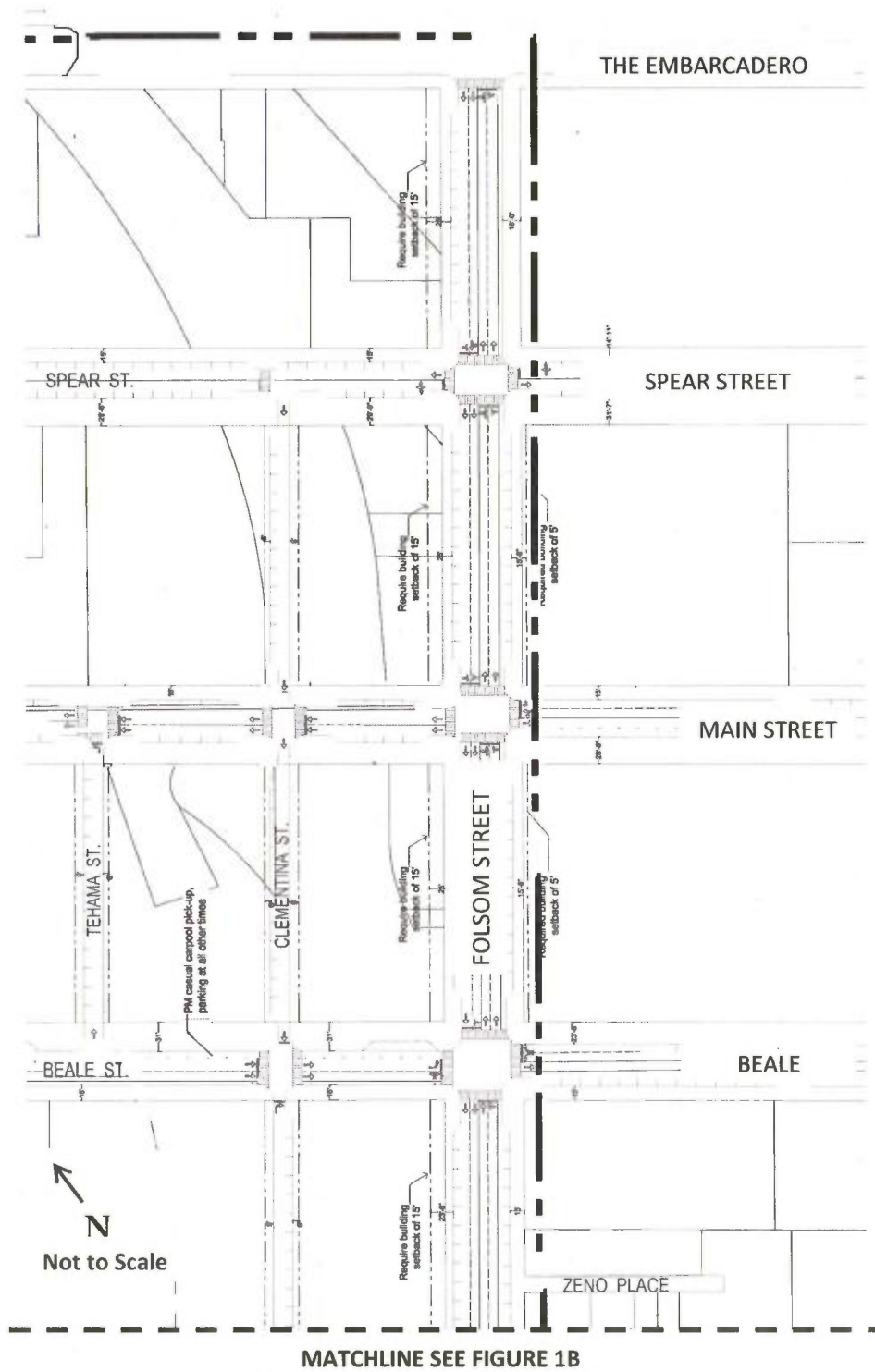
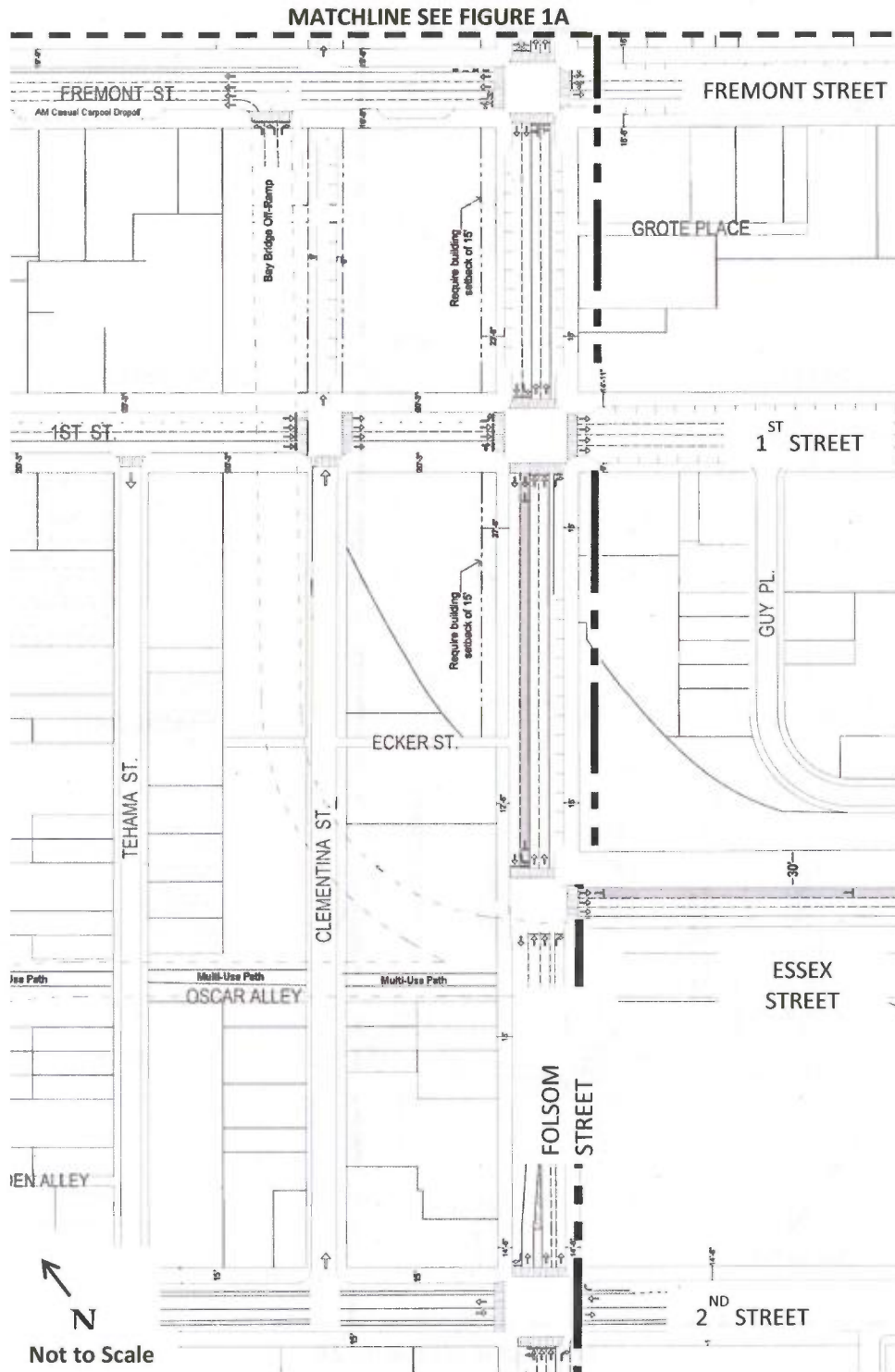


Figure 1B: Folsom Street Design (Fremont to Second Streets), as analyzed in the TCDP FEIR



*Revisions to Folsom Street Design – 2015 Project Update*

In order to address the schematic design issues related to the original Folsom Street Design, the SFMTA and the Planning Department conducted an assessment of the Folsom Street Design in 2015. A public meeting was held on July 16, 2015 to inform the community about the project status and proposed refinements to Folsom Street. To address the issues identified during the schematic design process of the initial Folsom Street Design, several components of the Folsom Street Design were updated and are analyzed in this Addendum. The following includes the proposed revisions to the Folsom Street Design and are shown in Figures 2A-2C.

- Instead of four travel lanes (two in each direction), the updated design includes three travel lanes (generally two eastbound and one westbound), which enables the lanes to be wider and more safely accommodate buses and other large vehicles. Consistent with existing conditions, the westbound lane along Folsom Street would be a transit-only lane between Fremont and Essex streets.
- On-street parking along both the north and south sides of Folsom Street between First and Main streets would be removed in order to minimize conflicts with bus operations. (On-street loading and/or parking spaces would be re-installed in 2018 upon the closure of the Transbay Temporary Terminal.)
- Instead of an eastbound bicycle lane along Folsom Street between Second Street and The Embarcadero, the updated design includes a protected cycletrack in order to enhance bicycle access and safety.
- Crosswalks would be widened at all intersections in order to enhance pedestrian visibility for drivers, and also to better facilitate large vehicle turn movements.

In 2018, upon the opening of the new Transbay Transit Center, the Temporary Terminal (located within the block bounded by Main, Howard, Beale and Folsom streets) would be closed, and Muni and AC Transit buses would no longer travel along this segment of Folsom Street. At that time, Folsom Street between First and Main streets (as well as adjacent segments of Essex, Fremont, Beale and Main Streets) would be re-stripped to include the following adjustments:

- The transit-only lanes that access the Temporary Terminal would be removed on Folsom, Essex, Fremont, Beale and Main streets. The westbound transit lane would be converted into a general-purpose travel lane, and the travel lanes and cycletracks would be widened.
- Westbound vehicular access would be extended on Folsom Street from Fremont Street to Second Street.
- A westbound protected cycletrack would be installed between The Embarcadero and Second Street.
- On-street loading and/or parking spaces would be added along both the north and south sides of Folsom Street between First and Main streets. Stopped vehicles occupying these spaces would serve as a buffer between bicyclists and moving traffic.

Figure 2A: Folsom Street Design (Embarcadero to Main Streets) - 2015 Project Update.

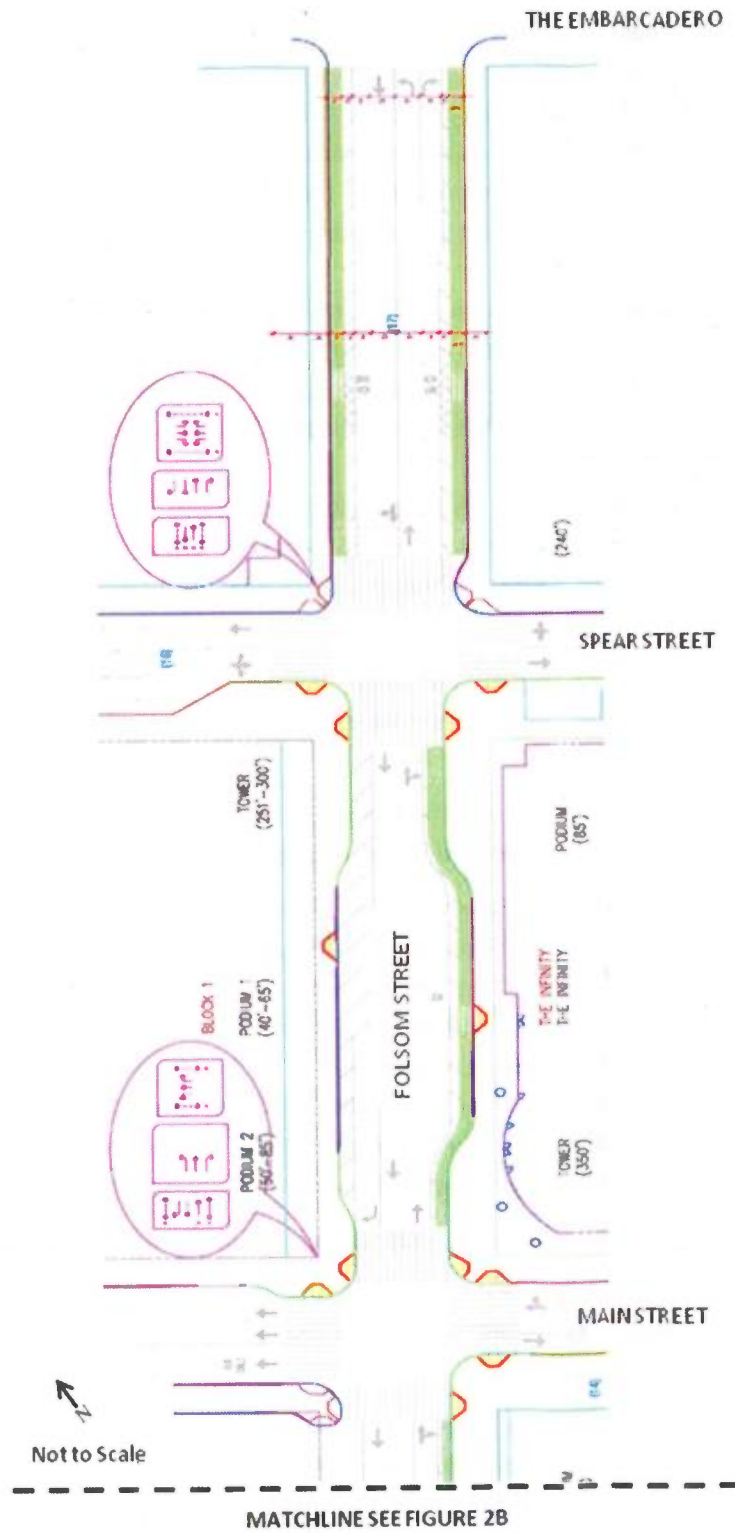
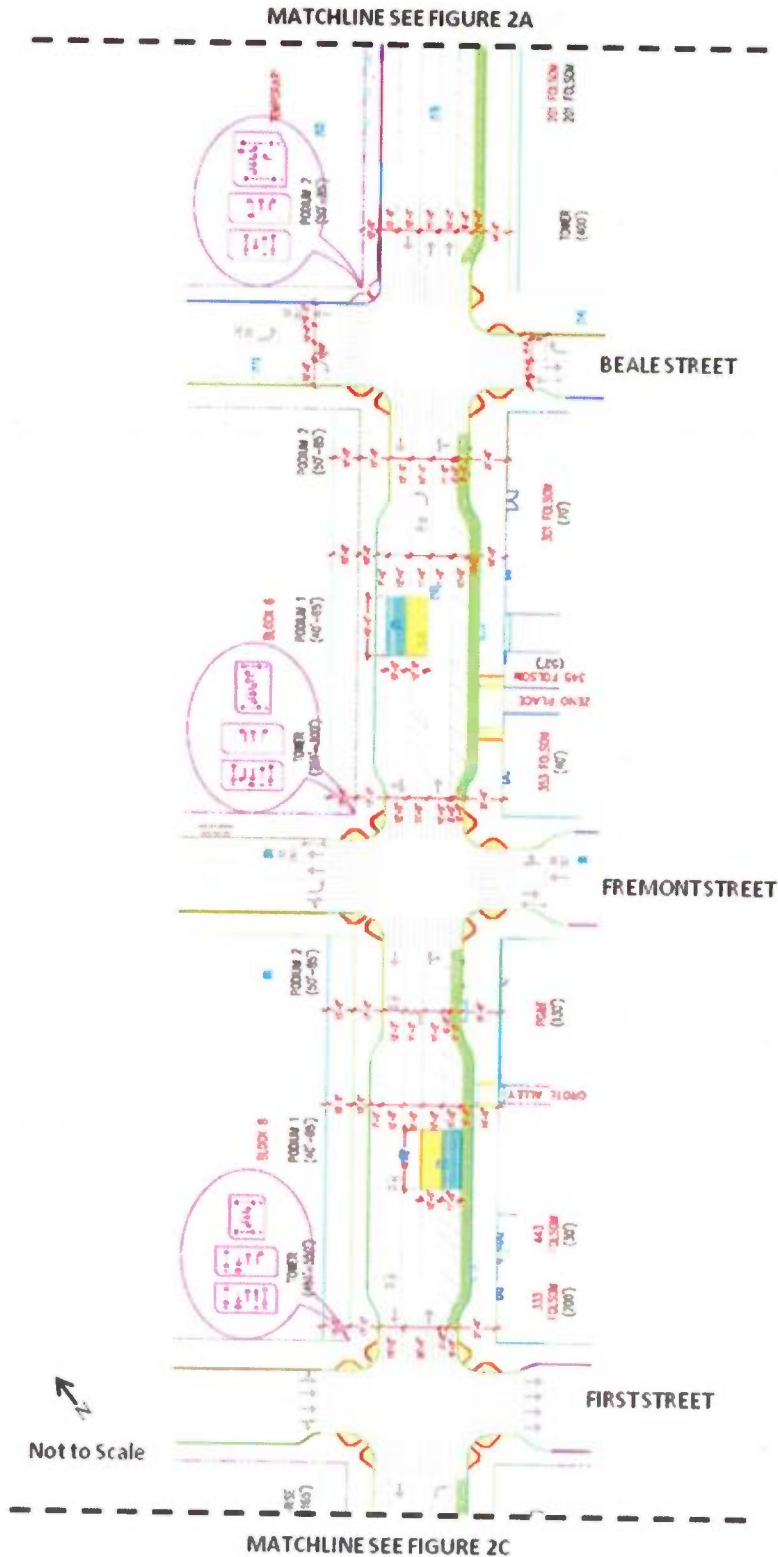
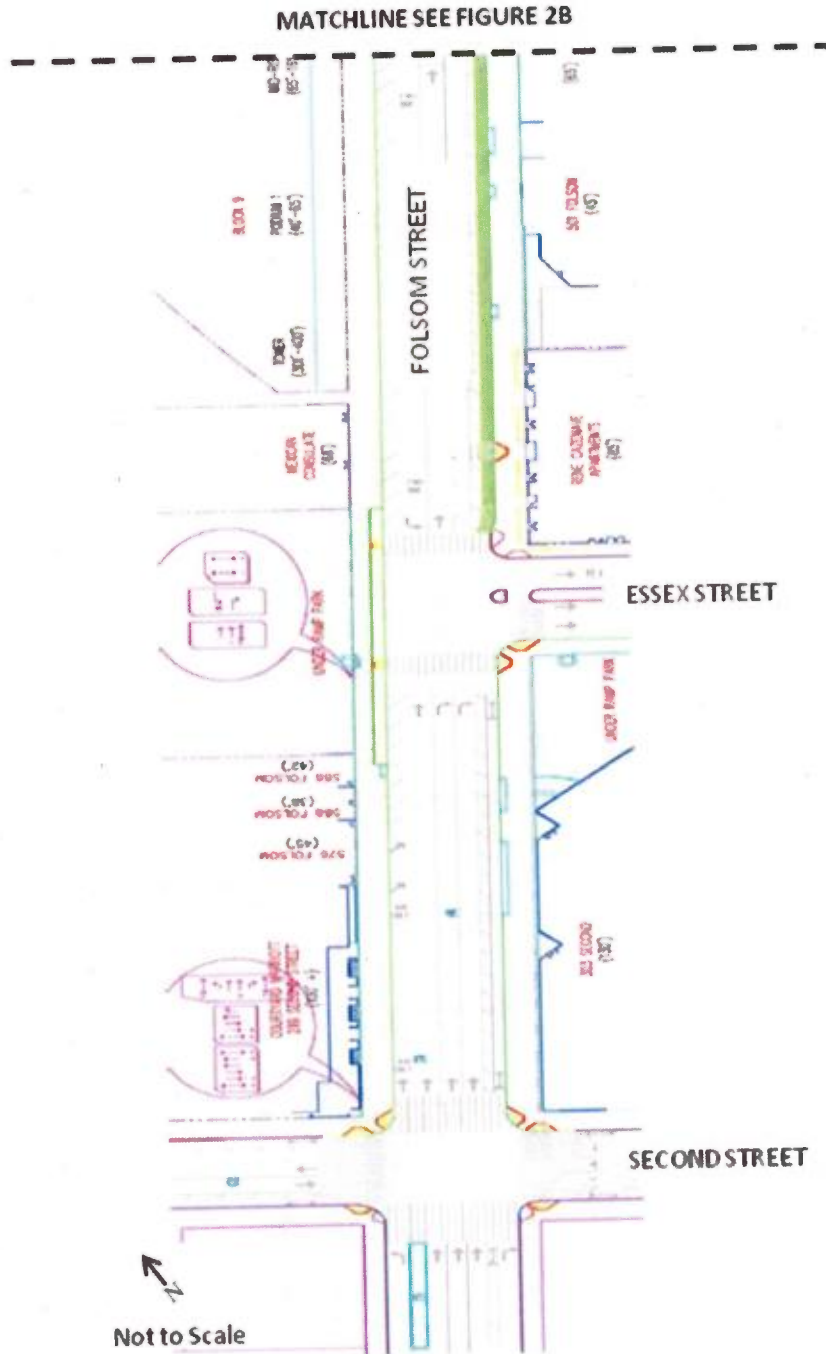


Figure 2B: Folsom Street Design (Beale to First Streets) – 2015 Project Update.



Not to Scale

Figure 2C: Folsom Street Design (Essex and Second Streets) – 2015 Project Update.





## ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

San Francisco Administrative Code Section 31.19(c)(1) states that a modified project must be reevaluated and that “[i]f, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter.” CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency’s decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency’s decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

### Existing Plus Project Conditions Analysis

The TCDP FEIR did not include an analysis of Existing Plus Project conditions, because the TCDP is a long-term project that would require several decades for full build-out. The TCDP FEIR did document Existing No Project conditions, but these conditions were based on traffic counts collected in 2007. As part of the Folsom Street Design update, traffic counts were collected by SFMTA in 2013, and the Existing No Project analysis conducted for the FEIR was analyzed using new traffic counts to ensure that the analysis of the proposed Folsom Street Design update reflects current conditions (for comparison, both the 2007 FEIR analysis and updated analysis using 2013 counts are presented in the tables 1 and 2 below).

### Traffic

An analysis of Existing Plus Project conditions for both the AM and PM peak hour was conducted in order to confirm that the proposed Folsom Street Design update would not result in any impacts related to traffic, under Existing Plus Project conditions.

Consistent with the TCDP, the analysis of the updated Folsom Street Design project, presented below, also includes the reconstruction of the Westbound I-80 Folsom/Fremont off-ramp into a “T” intersection at Fremont Street midblock between Folsom and Howard streets. The updated Folsom Street project would be constructed subsequent to the off-ramp project.

The Folsom Street project would result in a reduction in traffic capacity along eastbound Folsom Street. This would cause some vehicles to divert onto parallel routes. The traffic analysis assumes the following diversions:

- 150 eastbound vehicles diverted from Folsom Street to Bryant Street
  - Bryant Street is the most convenient diversion from Folsom Street, because it includes the fewest turn movements and the fewest signalized intersections
- 50 eastbound vehicles diverted from Folsom Street to Harrison Street
  - Harrison Street is not as convenient a diversion as Bryant Street, because eastbound Harrison Street does not begin until Third Street

- The short green phase for eastbound Harrison Street at the intersection with First Street serves to meter the volume of traffic that is able to continue eastbound
- 100 Bay Bridge-bound vehicles diverted from westbound Harrison Street via Main Street to Essex Street
  - Southbound Main Street provides access to westbound Harrison Street, but with the proposed reduction in capacity on eastbound Folsom Street, this route would become less convenient

Tables 1 and 2 presents intersection Level of Service (LOS) analysis for 16 intersections under Existing PM and Existing AM peak hour conditions, respectively.<sup>3</sup> The 16 intersections include those along the affected portion of Folsom Street, as well as other intersections that would experience changes in traffic volumes resulting from the proposed project.

As noted above, the tables below present both the traffic analysis conducted for the EIR (which did not include every intersection in these tables), as well as an updated analysis using traffic counts collected by SFMTA in 2013. Further, while the TCDP FEIR did not conduct analysis of Existing Plus Project Conditions, analysis was conducted to assess the traffic impacts of the proposed Transit Tower project. The following tables present common intersections analyzed under the Existing Plus Transit Tower conditions that was conducted for the TCDP FEIR.

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<sup>3</sup> The AM peak hour is the peak 60-minute period between 7 and 9 AM on a weekday. The PM peak hour is the peak 60-minute period between 4 and 6 PM on a weekday.

**TABLE 1: PM PEAK HOUR EXISTING CONDITIONS  
LEVEL OF SERVICE ANALYSIS**

Intersection	Existing No Project		Existing Plus Project*	
	EIR Analysis (2007)	2013 Counts	EIR Analysis (2007)	New Analysis (2013 Counts)
1 Folsom/2 <sup>nd</sup>	49.8 D	<b>60.5 E</b>	--	<b>77.4 E</b>
2 Folsom/Essex	--	33.4 C	--	50.1 D
3 Folsom/1 <sup>st</sup>	<b>70.1 E</b>	<b>&gt;80 F</b>	<b>&gt;80 F</b>	<b>&gt;80 F</b>
4 Folsom/Fremont	25.9 C	38.7 D	--	47.4 D
5 Folsom/Beale	32.8 C	34.3 C	--	39.2 D
6 Folsom/Main	20.1 C	25.2 C	--	31.1 C
7 Folsom/Spear	31.7 C	31.6 C	--	39.5 D
8 Folsom/Embarcadero	45.5 D	42.4 D	--	50.5 D
9 Harrison/2 <sup>nd</sup>	<b>55.9 E</b>	37.8 D	--	36.3 D
10 Harrison/Essex	<b>&gt;80 F</b>	<b>&gt;80 F</b>	--	<b>&gt;80 F</b>
11 Harrison/1 <sup>st</sup> /I-80 EB	<b>&gt;80 F</b>	<b>&gt;80 F</b>	<b>&gt;80 F</b>	<b>&gt;80 F</b>
12 Harrison/Fremont	29.9 C	32.9 C	--	34.2 C
13 Harrison/Main	<b>57.0 E</b>	<b>55.4 E</b>	--	48.5 D
14 Bryant/2 <sup>nd</sup>	<b>56.6 E</b>	<b>&gt;80 F</b>	--	<b>&gt;80 F</b>
15 Bryant/Beale	--	23.7 C	--	24.6 C
16 Bryant/Main	--	11.9 B	--	13.1 B

Notes:

-- Denotes that intersection was not analyzed in the 2011 Transit Center District Plan Final Environmental Impact Report (TCDP FEIR).

\* The TCDP FEIR did not include an analysis of Existing Plus Project analysis, with the exception of an analysis of potential traffic impacts of the proposed Transit Tower.  
LOS presented in average seconds of delay per vehicle. Detailed calculations are presented in the appendix, available in project file 2008.0789E.

**Bold text** denotes unacceptable intersection operations.

Source: AECOM, 2011; SFMTA, 2014; San Francisco Planning Department, 2014.

As shown in Table 1, implementation of the updated project would not result in any new significant impacts under Existing plus Project PM peak hour conditions. Five intersections that currently operate unacceptably under PM peak hour Existing No Project conditions would continue to do so under PM peak hour Existing Plus Project conditions, but the project would not result in the substantial degradation of performance of any of these five intersections.

Typically, intersection Level of Service analysis is only conducted during the PM peak period, because this is the most congested period for the majority of streets in San Francisco. The TCDP Final EIR included several AM intersections, including one in this study area (Folsom/Embarcadero). Also, the TCDP FEIR conducted analysis of Existing Plus Project conditions for the proposed Transit Tower

project, however, the intersections analyzed did not include any intersections affected by the proposed Folsom Street Design update.

However, Folsom Street is an inbound route to the Financial District, and some intersections experience higher volumes in the AM peak period than in the PM. Therefore, an AM peak hour LOS analysis was also conducted, for every intersection in the study area.

Intersection	Existing No Project		Existing Plus Project*	
	EIR Analysis (2007)	2013 Counts	EIR Analysis (2007)	New Analysis (2013 Counts)
1 Folsom/2 <sup>nd</sup>	--	21.8 C	--	25.2 C
2 Folsom/Essex	--	3.5 A	--	23.0 C
3 Folsom/1 <sup>st</sup>	--	17.0 B	--	26.7 C
4 Folsom/Fremont	--	18.8 B	--	34.7 C
5 Folsom/Beale	--	10.8 B	--	50.7 D
6 Folsom/Main	--	28.5 C	--	30.4 C
7 Folsom/Spear	--	9.0 A	--	16.9 B
8 Folsom/Embarcadero	36.4 D	39.2 D	--	54.5 D
9 Harrison/2 <sup>nd</sup>	--	30.5 C	--	33.8 C
10 Harrison/Essex	--	18.9 B	--	16.6 B
11 Harrison/1 <sup>st</sup>	--	18.2 B	--	22.1 C
12 Harrison/Fremont	--	12.7 B	--	14.1 B
13 Harrison/Main	--	11.7 B	--	13.8 B
14 Bryant/2 <sup>nd</sup>	--	12.1 B	--	18.0 B
15 Bryant/Beale	--	29.1 C	--	36.9 D
16 Bryant/Main	--	10.9 B	--	14.8 B

Notes:  
 "--" Denotes that intersection was not analyzed in the 2011 Transit Center District Plan Final Environmental Impact Report (TCDP FEIR).  
 \* The TCDP FEIR did not include an analysis of Existing Plus Project analysis, with the exception of an analysis of potential traffic impacts of the proposed Transit Tower.  
 LOS presented in average seconds of delay per vehicle. Detailed calculations are presented in the appendix, available in project file 2008.0789E.  
**Bold text** denotes unacceptable intersection operations.  
 Source: AECOM, 2011; SFMTA, 2014; San Francisco Planning Department, 2014.

As shown in Table 2, implementation of the updated project would not result in any significant impacts under Existing plus Project AM peak hour conditions. Although intersection delay would increase, all intersections would continue to operate acceptably.

Similar to the findings of the TCDP FEIR, the updated Folsom Street project would not result in any traffic impacts under AM or PM peak hour Existing Plus Project conditions.

Transit

The updated project would maintain all existing transit-only lanes that serve the Transbay Temporary Terminal until 2018 (when the new Transit Center is opened and the Temporary Terminal is closed). While passenger Muni service does not currently operate on this segment of Folsom Street, the updated design does not preclude its potential implementation of Muni 12 Folsom or other service in the future.

As shown in Tables 1 and 2, most intersections along this segment of Folsom Street would experience a modest increase in vehicular delay. However, transit vehicles would continue to operate in dedicated transit-only lanes, and as such, they would experience substantially less delay during peak periods than private vehicles. Also, the updated Folsom Street project would include retiming the traffic signals during the PM peak period along this segment of Folsom Street in order to create westbound progression, which prioritizes AC Transit operations.

The environmental threshold for transit delay for a transit route with a long headway (i.e. Muni route 12, AC Transit and Golden Gate Transit) is six minutes of added delay. Table 3 below shows the added delay under Existing Plus Project AM and PM peak hour conditions.

Operator	Period	Direction	Added Delay
Muni Route 12	AM	Eastbound	35.5
		Westbound	55.4
	PM	Eastbound	43.5
		Westbound	20.6
AC Transit	AM	Eastbound	40.3
		Westbound	90.8
	PM	Eastbound	41.5
		Westbound	19.5
Golden Gate Transit	PM	Eastbound	-138.6

Note: Added delay reported in seconds.  
Source: SFMTA, 2015.

As can be seen in Table 3, no transit route would experience more than six minutes of delay. In fact, Golden Gate Transit buses would experience a substantial reduction in delay, which is attributable to the creating of a protected eastbound left turn movement at Fremont/Folsom which benefits the bus.

The sidewalk widenings and bulb-outs that are proposed along this segment of Folsom Street and all intersecting streets have been thoroughly analyzed during the schematic design phase using bus turning

templates, in order to confirm that intersection corners were designed to safely and expeditiously facilitate bus movements. Bus turning analysis diagrams are included in the project file.<sup>4</sup>

It should be noted that the TCDP FEIR did include Mitigation Measure PRP-Transit-1a and 1b which included installation of an eastbound transit-only lane along Folsom Street between Third and Second streets against the north curb. However, with the updated Folsom Street project and the extension of Muni bus service east along Folsom Street, and the subsequent elimination of the eastbound left-turn movement from Folsom Street onto Second Street, the identified transit-only lane mitigation measure would no longer be applicable. While overall transit delays along Folsom Street would be reduced as a result of the updated design (compared to the findings of the TCDP FEIR), the significant and unavoidable transit impact delay to the 12 as identified would remain.

The updated Folsom Street project would not result in any additional or more severe transit impacts under Existing Plus Project AM and PM peak hour conditions than were identified in the TCDP FEIR.

#### Pedestrian

Consistent with the original design for Folsom Street, the updated project would substantially widen sidewalks along this segment of Folsom Street and intersecting streets, install corner bulb-outs with "rain gardens," reduce pedestrian crossing distances, and reduce traffic speeds and volumes along Folsom Street. The updated Folsom Street project would not result in any additional or more severe pedestrian impacts under Existing Plus Project PM peak hour conditions than were identified in the TCDP FEIR.

#### Bicycle

The updated project would substantially improve bicycling conditions along this segment of Folsom Street, compared with both existing conditions and the original Folsom Street design. Bicycle facilities would be provided in both directions, rather than only in the eastbound direction. Cycletracks with separated signal phases at intersections would be installed which would enhance bicyclist safety. Similar to the findings of the TCDP FEIR, the updated Folsom Street project would not result in any bicycle impacts under AM or PM peak hour Existing Plus Project conditions.

#### Loading and Parking

The sidewalk widenings and bulb-outs that are proposed along this segment of Folsom Street and all intersecting streets have been thoroughly analyzed during the schematic design phase using truck turning templates for both small trucks (SU-30) and large trucks (WB-40), in order to confirm that intersection corners were designed consistent with the Better Streets Plan while accommodating trucks. Truck turning analysis diagrams are included in the project file.<sup>3</sup>

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<sup>4</sup> The Transit Center District Plan environmental review case file is available for public review at the Planning Department offices, 1650 Mission Street, San Francisco as part of case 2008.0789E.

The updated project would result in the temporary elimination of on-street loading/parking along the south curb of Folsom Street between First and Main streets, until 2018, when the loading/parking would be restored. Parking is currently prohibited along the north curb of Folsom Street between Main and Essex streets, and this condition would be maintained until 2018 when on-street parking would be added along this segment of Folsom Street. Currently, there are no commercial (yellow curb) or passenger (white curb) loading zones along this segment of Folsom Street.

In 2018, when more high-density development is located along the south and north sides of Folsom Street, it is likely that on-street loading zones would be necessary. As noted above, the modifications to Folsom Street that would occur in 2018 (upon the closure of the Transbay Temporary Terminal) would enable the provision of on-street parking along Folsom Street, and portions of that parking would likely be designated as commercial or passenger loading zones as needed at that time.

The updated Folsom Street Design project would not result in any additional loading or parking impacts under Existing Plus Project conditions than were identified in the TCDP FEIR.

#### Emergency Vehicle Access

The updated design would maintain adequate emergency vehicle access along this segment of Folsom Street. The distance between curbs would be 44 feet at intersections and 58 feet at midblock, which is sufficient space for emergency vehicle operations. The sidewalk widenings and bulb-outs that are proposed along this segment of Folsom Street and all intersecting streets have been thoroughly analyzed during the schematic design phase using SFFD ladder truck turning templates in order to confirm that intersection corners were designed to safety and expeditiously facilitate emergency vehicle movements. Ladder truck turning analysis diagrams are included in the project file.<sup>3</sup> Similar to the findings of the TCDP FEIR, the updated Folsom Street project would not result in any emergency vehicle impacts under AM or PM peak hour Existing Plus Project conditions.

#### Construction

The updated project would entail the same construction intensity and schedule as the original project that was covered in the TCDP Final EIR, because the updated project includes the reconstruction of the same physical elements (e.g. curbs and sidewalks). The updated Folsom Street project would not result in any additional or more severe construction-related impacts to the transportation network under Existing Plus Project conditions than were identified in the TCDP FEIR.

#### **Cumulative Plus Project Conditions Analysis**

The TCDP Final EIR performed a Cumulative Plus Project conditions analysis, including documentation of Cumulative No Project conditions.

As described above, the Existing conditions analysis for the updated Folsom Street project utilized a new set of traffic counts taken in 2013 by SFMTA. In order to apply the new traffic counts to an updated

Cumulative Conditions analysis, the percentage of growth in traffic volumes that was identified in the TCDP Final EIR between Existing No Project conditions and Cumulative No Project conditions was applied to the new traffic counts, in order to obtain updated Cumulative No Project traffic volumes. (Both the EIR analysis and the updated Cumulative No Project and Cumulative Plus Project analyses are presented in the tables below.)

The Cumulative conditions analysis for the updated Folsom Street project also includes the incorporation of other reasonably foreseeable cumulative land use and transportation projects. These include:

Second Street Improvement Project: This project would reduce the number of travel lanes on Second Street (from Market to King streets) from four to two (one lane in each direction), in order to install enhanced bicycle and pedestrian facilities. The project also includes the prohibition of left-turn movements off of Second Street.

Rincon Hill Streetscape Plan: This project would reduce the number of travel lanes, remove some on-street parking, and substantially widen sidewalks within the Rincon Hill area along Harrison (from Second Street to The Embarcadero), Spear (from Folsom to Bryant streets), Main (from Folsom to Bryant streets), Beale (from Folsom to Bryant streets), Fremont (from Folsom to Bryant streets), and Essex (from Folsom to Bryant streets) streets.

Central SOMA Plan: Included in this draft Plan is a project that would reduce the number of travel lanes, remove some on-street parking, substantially widen sidewalks, upgrade transit facilities, and install bicycle facilities within the Central SOMA area along Howard (from 11<sup>th</sup> to 2<sup>nd</sup> streets), Folsom (from 11<sup>th</sup> to 2<sup>nd</sup> streets), Harrison (from 6<sup>th</sup> to 2<sup>nd</sup> streets), Bryant (from 6<sup>th</sup> to 2<sup>nd</sup> streets), Brannan (from 6<sup>th</sup> to 2<sup>nd</sup> streets), Third (from Market to King streets) and Fourth (from Market to Harrison) streets.

### Traffic

Analysis of Cumulative Plus Project conditions for both AM and PM peak hour was conducted as part of this review in order to confirm that the updated Folsom Street Design would not result in any new impacts under Cumulative Plus Project conditions that were not previously identified in the TCDP Final EIR.



**TABLE 4: PM CUMULATIVE CONDITIONS LEVEL OF SERVICE ANALYSIS**

Intersection	Cumulative No Project		Cumulative Plus Project	
	EIR analysis (2007)	Updated EIR Analysis (2013)	EIR Analysis (2007)	Updated EIR Analysis (2013)
1 Folsom/2 <sup>nd</sup>	>80 F 1.28	>80 F 1.33	>80 F 2.14	>80 F 1.41
2 Folsom/Essex	>80 F 1.21	>80 F 1.33	>80 F 1.38	>80 F 1.16
3 Folsom/1 <sup>st</sup>	>80 F 1.09	>80 F 1.22	>80 F 1.62	>80 F 1.57
4 Folsom/Fremont	41.2 D	63.0 E	52.5 D	72.4 E
5 Folsom/Beale	>80 F 1.23	70.7 E	>80 F 1.30	69.4 E
6 Folsom/Main	>80 F 1.24	56.8 E	>80 F 1.25	64.2 E
7 Folsom/Spear	>80 F 1.39	66.1 E	>80 F 2.52	76.6 E
8 Folsom/Embarcadero	>80 F 1.01	>80 F 0.72	>80 F 0.92	>80 F 0.83
9 Harrison/2 <sup>nd</sup>	>80 F 1.44	>80 F 1.63	>80 F 1.49	>80 F 1.70
10 Harrison/Essex	>80 F 1.50	>80 F 2.65	>80 F 1.58	>80 F 2.72
11 Harrison/1 <sup>st</sup>	>80 F 1.36	>80 F 1.96	>80 F 1.48	>80 F 1.82
12 Harrison/Fremont	69.6 E	>80 F 0.93	27.6 C	32.3 C
13 Harrison/Main	77.8 E	>80 F 1.48	48.2 D	>80 F 1.14
14 Bryant/2 <sup>nd</sup>	72.8 E	>80 F 1.61	>80 F 1.16	>80 F 1.65
15 Bryant/Beale	--	33.2 C	--	41.9 D
16 Bryant/Main	--	13.2 B	--	15.5 B

Notes:

"--" Denotes that intersection was not analyzed in the 2011 Transit Center District Plan Final Environmental Impact Report (TCDP FEIR).

\* The TCDP FEIR did not include an analysis of Existing Plus Project analysis, with the exception of an analysis of potential traffic impacts of the proposed Transit Tower. LOS presented in average seconds of delay per vehicle. Detailed calculations are presented in the appendix, available in project file 2008.0789E.

**Bold text** denotes unacceptable intersection operation. The volume to capacity (v/c) ratio is also presented for LOS F intersections.

Shaded box indicates significant impact identified under TCDP FEIR.

Source: AECOM, 2011; San Francisco Planning Department, 2014.

As shown in Table 4, implementation of the updated project would result in the same or reduced impacts compared to those that were identified in the TCDP Final EIR. Under the project, there would be six intersections affected by the proposed Folsom Street project, compared with nine affected intersections analyzed under the TCDP Final EIR for the original design of Folsom Street. Eight other intersections would continue to operate unacceptably under PM Cumulative Plus Project conditions, but the project would not result in the substantial degradation of performance of any of these intersections. No new Cumulative PM peak hour impacts would be created that were not identified in the TCDP Final EIR.