Folsom Street Operations Concept (Recommended Alternative)

The Transportation Concept for Folsom Street converts vehicle travel to two-way, allowing for bi-directional bus service. However, because the street's "two-plus-one" lane configuration will allow eastward travel to remain dominant, this alternative has characteristics typically associated with one-way travel, such as signal timing, traffic calming, and opportunities for mid-block crossings. The concept also includes a two-way cycletrack that will be buffered from vehicle traffic by the parking lane and a buffer area along the sidewalk edge.

"Two-plus-one" lane configuration allows for the vehicular access benefits of a two-way street while prioritizing eastward travel. This encourages slower vehicle speeds and better accommodation of bicycle speeds. While vehicles have the option of two-way travel, traffic signals are timed to the eastbound traffic, making westbound auto travel more suited to local rather than crosstown trips. Signals will be timed to allow for a continuous 12-15 mile-per-hour progression to encourage vehicle travel speeds that are safer and more comfortable for cyclists and pedestrians.

Bulb-outs will be added to all intersections where a turn lane is not needed. Sidewalks on both sides of Folsom Street remain 10 feet wide, but will be treated with new streetscape amenities to increase pedestrian comfortsee Streetscape/ Landscape Concept. Parking lanes are maintained on both sides of the street, except where bulb-outs or turn lanes are required. The pavement in areas of potential conflict between cyclists and motorists is colored green.



Some parking spaces can be repurposed as bicycle corrals to improve access to the neighborhood commercial district and other important destinations.



New signalized midblock crossings will allow easier crossing of the street between the widely spaced major cross streets.



The 27-Folsom and 11 Downtown Connector will operate eastbound and westbound on Folsom Street every 8 minutes. Riders will board eastbound buses via islands on the street side of the cycletrack.

Bus stops will be located at mid-block crossings to ensure that westbound vehicles do not block intersections while waiting behind a stopped bus.

A two-way cycletrack is At intersections accommodated between with alleys, the the parking lane and the alley roadway sidewalk. The cycletrack ramps up to will be primarily at sidewalk grade, sidewalk grade and have a slowing cars as buffer area separating it they enter and exit from both pedestrians and the alleys.



Vehicle left turns are restricted from most Folsom intersections, reducing the number of turn pockets required and diverting some trips to Howard, which will provide a left turn lane serving both directions of travel.

At major intersections, the cycletrack ramps down from sidewalk grade to street grade.