

ABOUT THIS OPEN HOUSE

Welcome, and thanks for joining us today for the third Folsom-Howard Streetscape Project open house!

The purpose of today's open house is to:

- Share questionnaire results from the second Folsom-Howard Streetscape Project open house
- See the Proposed Project for Folsom and Howard and provide minor feedback
- Provide comments on draft public realm improvements you would like included



PROJECT OVERVIEW

SoMa residents should have the same kinds of amenities that other neighborhoods have. The Folsom-Howard Streetscape Project will make SoMa more livable by making it safer and more pleasant to walk, bike, shop and live along Folsom and Howard Streets.

Safety is the number one priority of this project. Folsom and Howard are a part of the city's High Injury Network of streets. This project will help the city meet its Vision Zero goal of eliminating traffic fatalities.

The project will also include enhancements to the public realm. Parklets, landscaping, and public art which reflects the cultural identity of SoMa will all raise the role of Folsom and Howard as Civic Boulevards.

Streetscape Project Goals:

- Improve safety for all people who use Folsom & Howard
- Make biking, walking, and riding transit in SoMa a more comfortable experience
- Reflect the cultural diversity and vibrancy of SoMa by improving the public realm
- Prepare for future growth in the neighborhood



WE NEED TO CHANGE FOLSOM AND HOWARD

Folsom and Howard streets are on San Francisco’s High Injury Network, which represent the 12 percent of city streets that account for 70 percent of severe and fatal traffic collisions.

Vision Zero High Injury Network Map (2017)



— High Injury Streets — Streetscape Project Area

Every year, 20 to 30 people are killed and 200 more are seriously injured in San Francisco traffic crashes.

Our city’s Vision Zero commitment is to end all traffic deaths.

Over a 5 year period (2011-2016), **308 people were injured and 3 people were killed** from **421** crashes on Folsom and Howard streets including:

- 1 Pedestrian fatality on Howard at 7th
- 1 Bicyclist fatality on Folsom at 6th
- 1 Bicyclist fatality on Howard at 7th
- 88 Pedestrian injuries
- 72 Bicyclist injuries

In 2018 alone, another 2 people were killed on Howard and more were severely injured.

FOLSOM AND HOWARD CRASH FACTS

89% of bike and pedestrian collisions with motorists occur at intersections.

59% of collisions occur due to unsafe motorist behavior such as running red lights, speeding, and encroaching on pedestrian right-of-way.

42% of bike crashes are broadside collisions (t-bone).

WORKING WITH THE COMMUNITY

We've met business owners, community groups, and stakeholders to understand preferences for the project, parking and loading needs, and what is and isn't working on Folsom and Howard. Our commitment to working with the SoMa community will continue throughout the planning, design, and construction phases.

COMMUNITY OUTREACH SUMMARY



December 2016 Open Houses



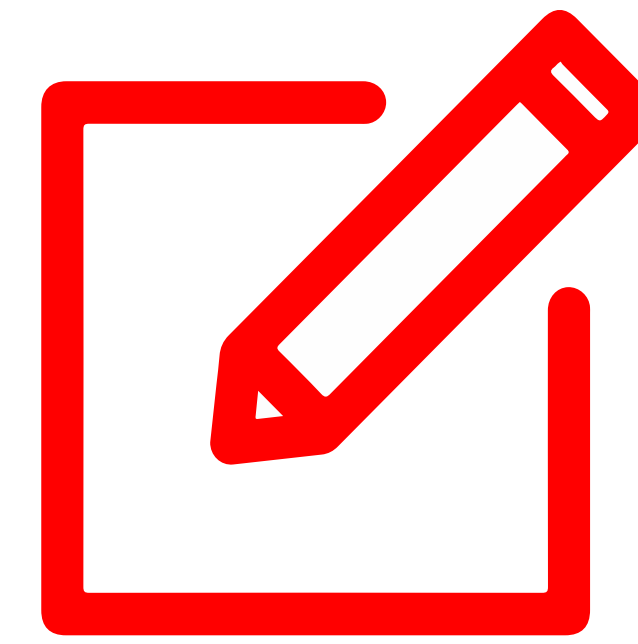
April 2017 Open Houses



July 2017 Open Houses



August 2018 Open Houses



1,300 questionnaire responses



Meetings with **20** community groups



475 people attended open houses



Knocked on **165** businesses' doors



100 meetings with local businesses



125 business loading surveys completed



27,000 open house notification postcards delivered



Distributed **600** open house notification posters



100s of hours of staff outreach

POSSIBLE ALTERNATIVES: WHAT WE'VE HEARD

Through the April 2017 questionnaire, we heard from over 850 people about their design, public realm, and transportation preferences for Folsom and Howard. The feedback provided by you was considered together with input from community groups and the project goals to develop the Preferred Project being shared today.

A majority of respondents found three alternatives to be appealing options:



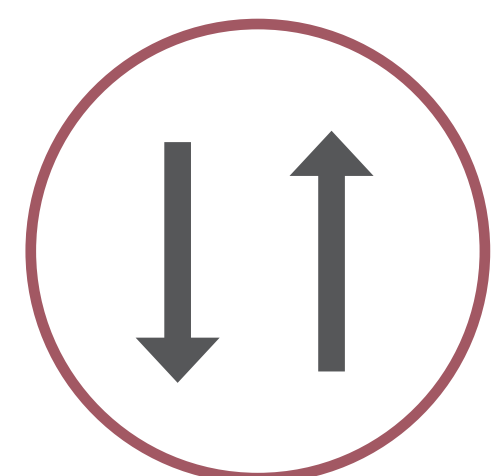
Wide Sidewalks Alternative



Bicycle Connectivity Alternative

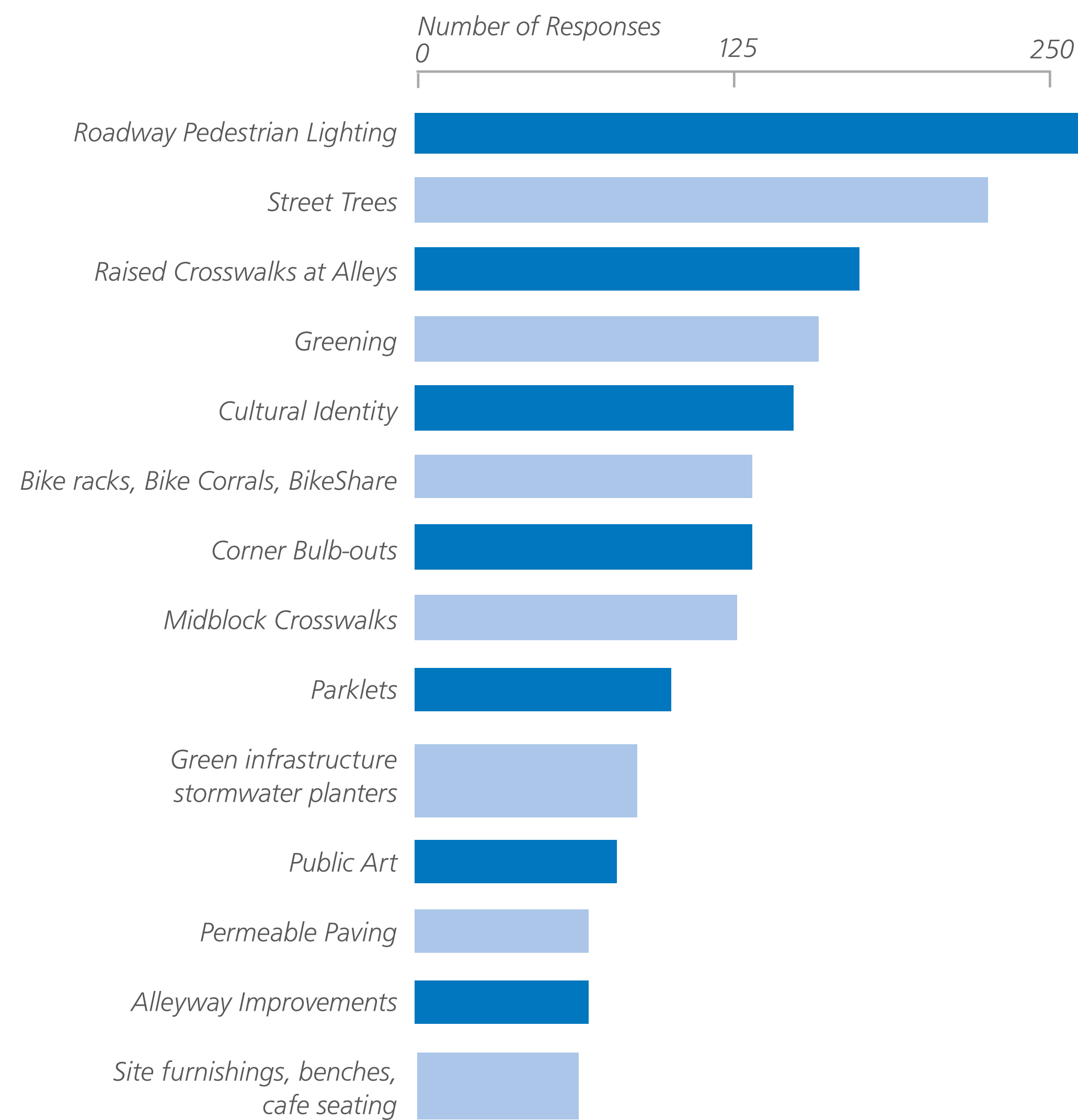


Transit Focused Alternative

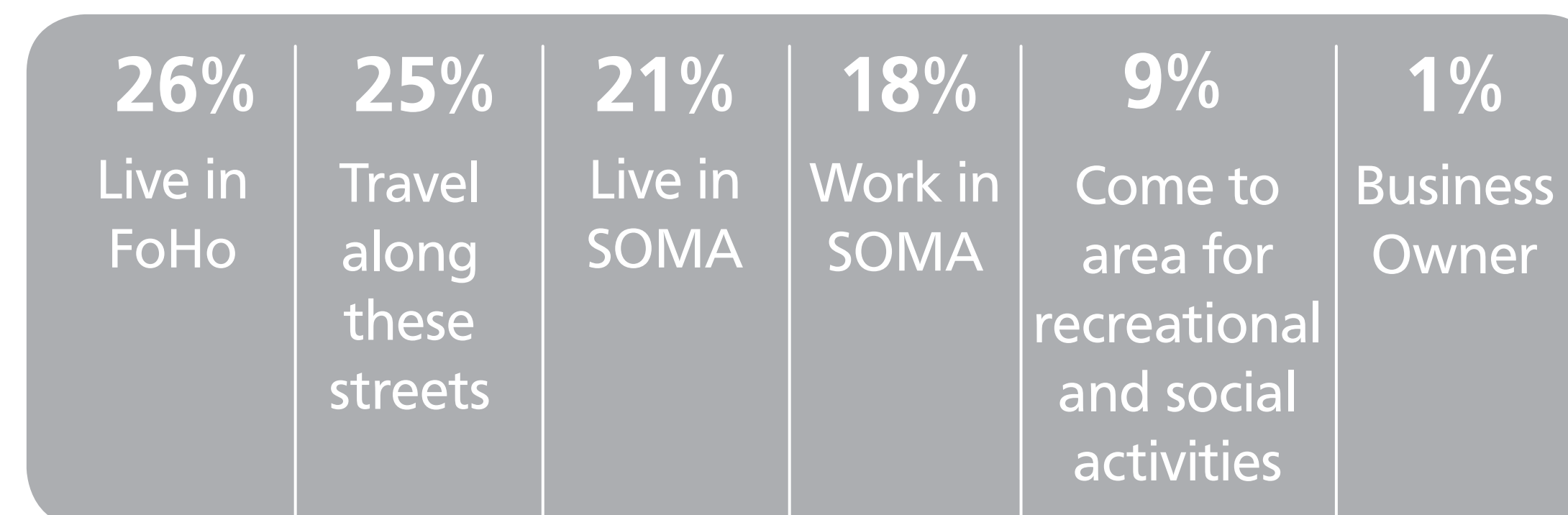


Unlike the other alternatives, a majority of respondents stated a two way vehicle alternative was not appealing

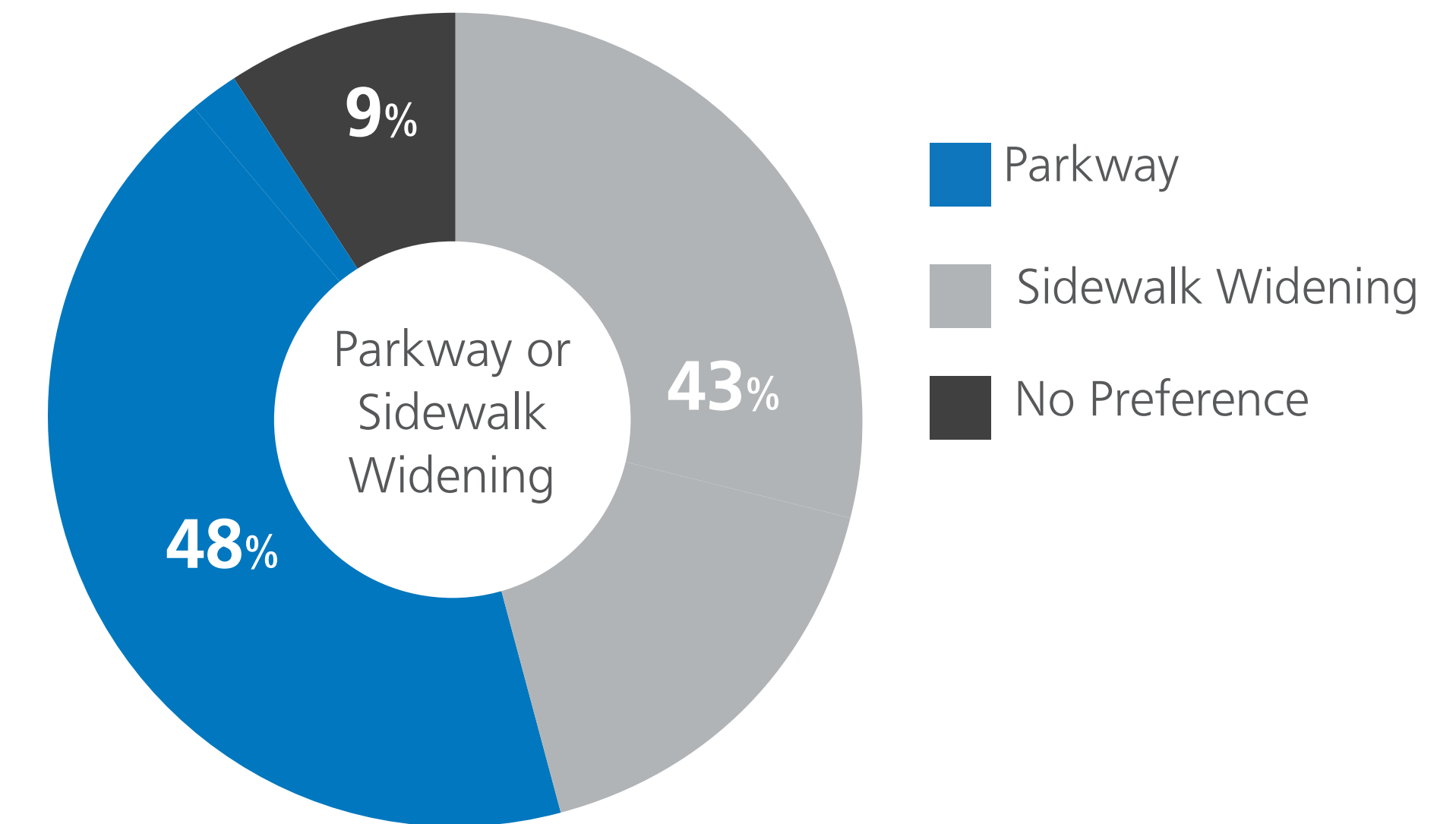
Roadway pedestrian lighting, street trees, and raised crosswalks at alleys are the priorities for the public realm.



People have diverse interests in the project.



People slightly prefer a Planted Parkway to Sidewalk Widening.



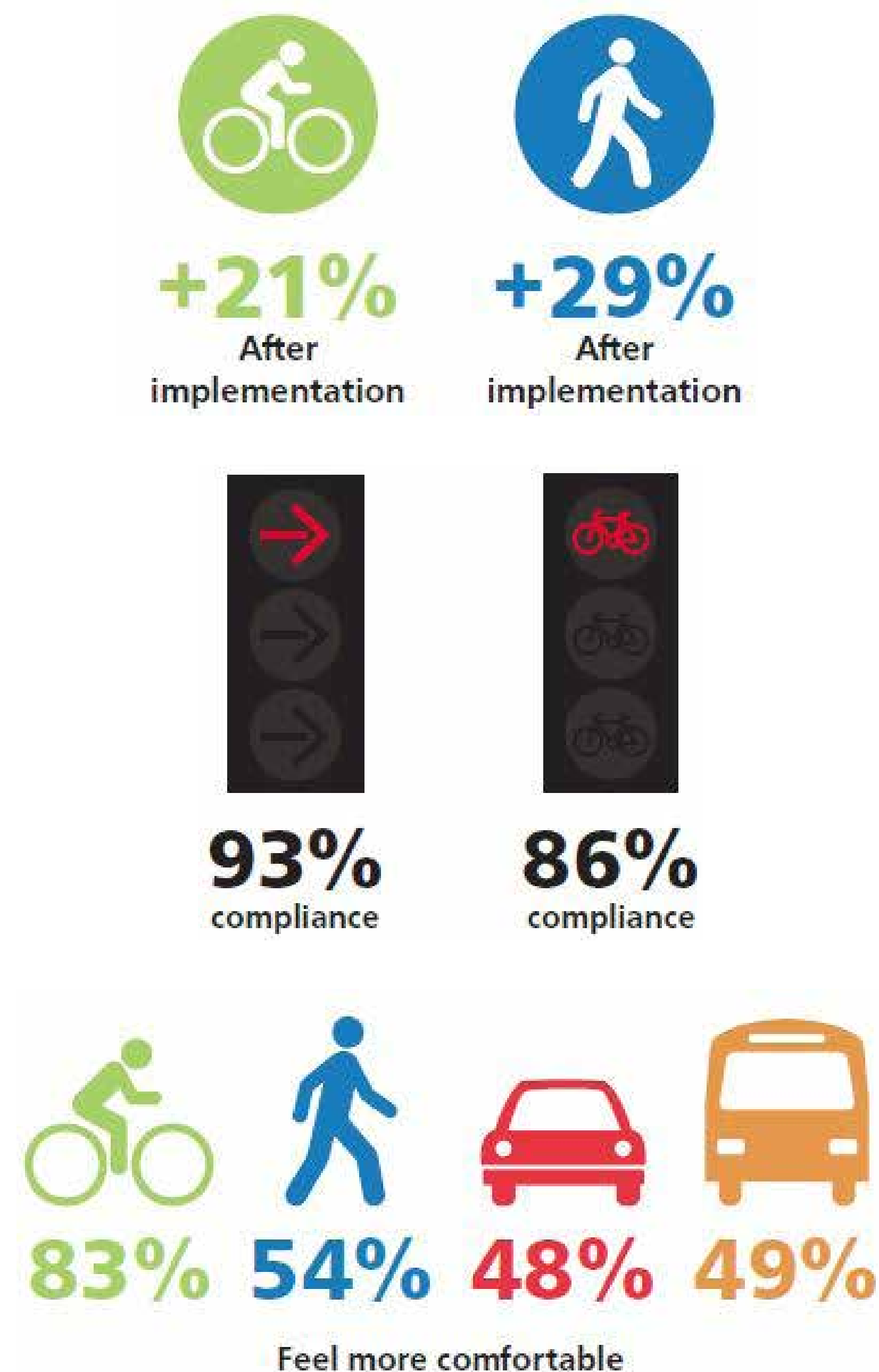
Eight locations were suggested for new traffic signals and crosswalks.

- 1 Howard and Russ St - *installed in 2018*
- 2 Howard: 7th to 8th (Rausch)
- 3 Folsom: 7th to 8th (Rausch)
- 4 Folsom: 3rd to 4th (Mabini) - *installed in 2018*
- 5 Howard: 5th to 6th (Mary)
- 6 Folsom: 5th to 6th (Falmouth)
- 7 Folsom: 4th to 5th
- 8 Folsom: 3rd to 4th

HOW WAS THE PREFERRED PROJECT DESIGNED?

There is a limited amount of space for all users on Folsom and Howard streets. Our plan balances the diverse needs of the community based on what we've heard from the public over the past two years. The Preferred Project was based on community feedback, technical analysis, financial considerations, near-term project evaluation, and outreach with schools, businesses, and other stakeholders while keeping in mind the project goals and objectives.

Folsom and Howard Near-Term Project Evaluation Results



Balancing the Transportation needs of the street

- Upgrade safety for bicyclists with protected bikeways and intersections
- Improve transit reliability with dedicated space for buses
- Slow speeding vehicles and increase pedestrian connectivity with new mid-block traffic signals
- Provide additional space for other modes and people by reducing number of vehicle lanes
- Increase the number of yellow zones to accommodate business loading needs

Balancing the Public Realm needs of the street:

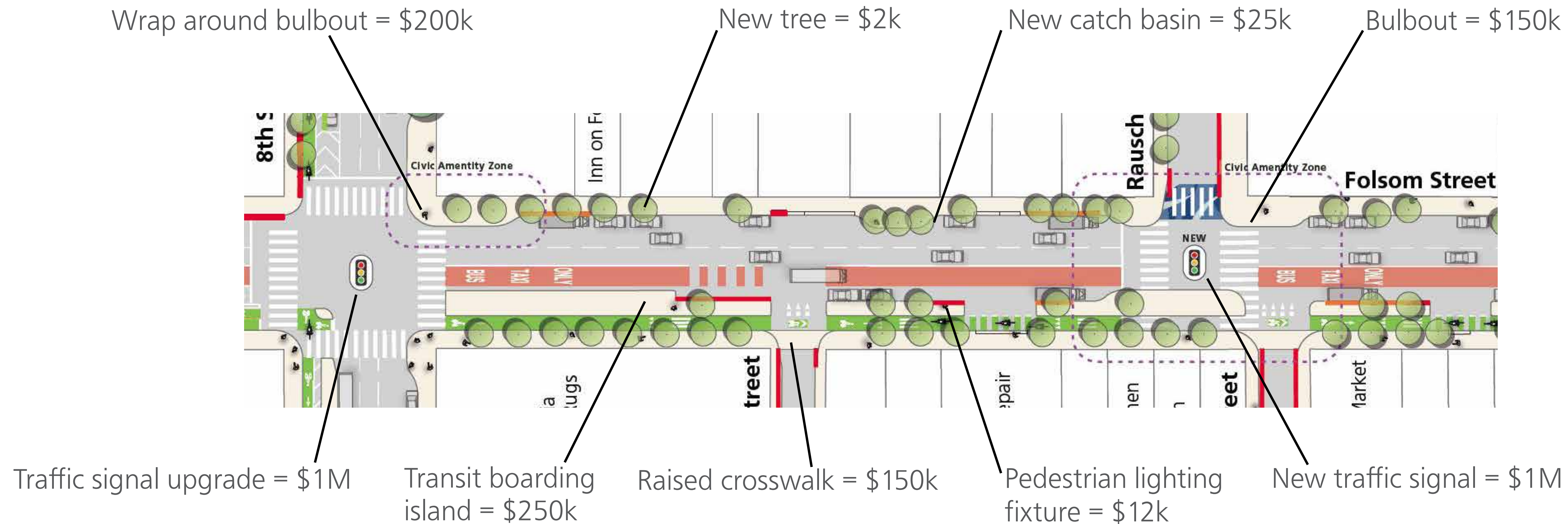
- Plant trees and plants to improve environmental and aesthetic qualities of the streets
- Public realm and cultural identity improvements to reflect the diverse SoMa community
- Consider new pedestrian and roadway lighting to improve visibility and sense of safety

Additional Considerations:

- Extensive community input on preferences for transportation and public realm improvements
- Emergency access and design needs for San Francisco Fire Department to operate safely
- Long-standing community events in with specific needs such as the Folsom Street Fair
- Remain within the financial budget for the project

THE PROJECT BUDGET AND HOW TO GIVE FEEDBACK

The current budget for the Folsom-Howard Streetscape Project is \$36M. To understand tradeoffs between improvements, the figure below shows the per item cost of some improvements. As the project detailed design advances, the project will have to consider the project budget and revise scope, if necessary.



Other Budget Considerations

- Overhead wire relocation
- Roadway base repair
- Roadway asphalt
- Public realm improvements
- Muni bus substitution during construction
- Relocate fire hydrants
- Sewer and manholes
- Construction traffic routing support

The illustrative renderings of the transportation improvements for the project are presented in the middle of the room for your review and minor comment.

Locations for public realm improvements are shown on the same rendering. Please use post-its or complete a questionnaire to let us know your thoughts on the types of public realm improvements that should be included in the project.

The next few boards provide details on the different types of transportation improvements included in the Preferred Project.

PROJECT ELEMENTS: BIKEWAYS

A parking-protected bikeway swaps the position of existing curbside parking and buffered bike lanes. Instead of riding between moving traffic and parked cars, bicyclists ride between a concrete buffer and the sidewalk. To accomplish these changes, we will be removing about 27% of parking.



Parking-Protected Bikeways

- Bicycle lanes are to the right of parked vehicles rather than the left
- Greater separation between pedestrians and bicyclists and moving vehicles
- Prevents double parking in the bike lane
- One-way or two-way directional bikeway depending on space and connectivity
- Reduces potential for “dooring”



Protected Bike Phases at Intersections

- Separates bicycles from right-turning vehicles through traffic signal phase separation
- Cyclists and pedestrians get green light while turning vehicles have red arrow



Photo: John Greenfield

Protected Intersections

- Corner islands for additional separation from vehicles near intersections
- Slows vehicles turning increasing safety



Photo: calmstreetsboston.blogspot.com

Raised Bikeway Crossings

- Raised bikeways at select alley crossings to prioritize a cyclist’s right-of-way
- Slow vehicles making right-turns at some uncontrolled alley crossings



Two-Stage Turn Boxes

- Clarifies where cyclists can turn left to connect to other bike routes
- Reduces conflicts between turning cyclists and vehicles

PROJECT ELEMENTS: PEDESTRIAN & PARKING

The Folsom-Howard Streetscape Project includes improvements for people who walk and do loading. These pedestrian safety improvements increase space and visibility between people who drive and people who walk. We will also increase loading zone spaces by 78 percent, which will help prevent double parking.



Mid-Block Traffic Signal at Folsom and Russ

New Mid-Block Traffic Signals

- Reduce distances to cross the street and desire to cross at unsignalized locations
- Slows vehicle speeds through signal timing
- Provides better and safer connections between schools and homes



Increased Protection at Intersections

- Bulbouts shorten crossing distances
- Signal phases separate pedestrians from turning vehicles
- Pedestrians and cyclists get green light while turning vehicles have red arrow



Corner Bulbouts

- Slows vehicles making right turns down
- Reduced distance pedestrians have to walk to cross the street
- Makes pedestrians more visible



Increase the Number of Loading Zones

- Gives businesses more space for loading
- Helps reduce double parking
- Reduces conflicts from bicyclists and cars trying to go around double parked vehicles



Photo: City of Oakland

Improved Bikeway Crossings

- Prioritize pedestrians as they cross bikeways from parked cars to sidewalks
- Slows cyclists at conflict points
- Easier paths of travel between parked vehicles and the sidewalk for disabled people



Parking

- Extend parking meters on Folsom Street from 6th Street to 11th Street
- Increases parking turnover for businesses
- Removes parking spaces for safety improvements

PROJECT ELEMENTS: TRANSIT

The Folsom-Howard Streetscape Project includes improvements for people who take transit. Transit-only lanes, additional transit service, transit boarding islands and new bus shelters will all elevate the role of transit on Folsom Street.

Proposed Folsom Transit Service Map



Additional Transit Service

- The red transit-only lane dedicate space for transit service
- The 8-Bayshore, 8AX-Express, 8BX-Express, 27-Bryant will be rerouted to Folsom
- The 12-Folsom will continue to operate on the street
- AM transit frequency = 2 minutes, midday and PM frequency = 6 minutes

Transit-Only Lane on Folsom

- Transit service less likely to be delayed by traffic congestion
- Improves reliability and travel times for transit

Transit Boarding Islands

- Prevents merging conflicts between buses, cars and bicyclists near bus stops
- Improves travel time since buses no longer need to pull over to the curb
- Reduces street crossing width for pedestrians

New Bus Shelters

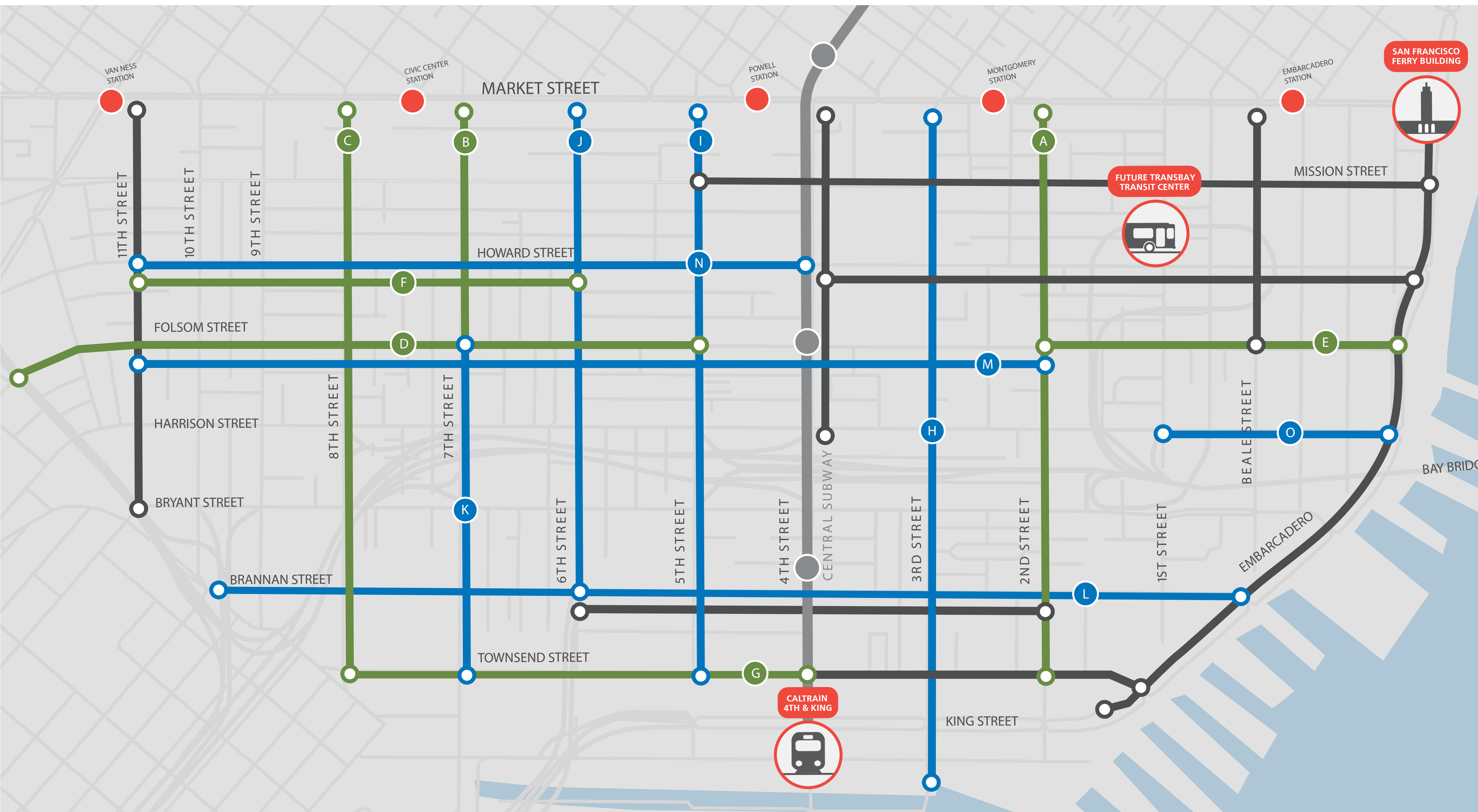
- Gives businesses more street space for loading and unloading
- Reduces conflicts between bicyclists and cars trying to go around double parked vehicles

SOMA PROJECT COORDINATION

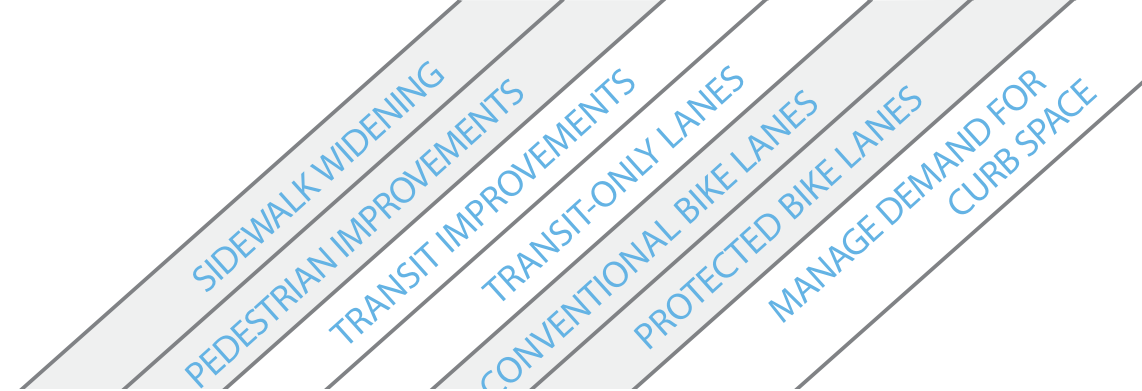
Several SoMa streets are being transformed to support the Central SoMa Plan and the city's traffic safety goals. Project improvements may include reconfiguring the street, repaving, upgrades, to sidewalks and crosswalks, new protected bike lanes, bus stop improvements, and more.

The projects below are in various stages of planning, conceptual design and even construction.

SOMA NEIGHBORHOOD PROJECT MAP

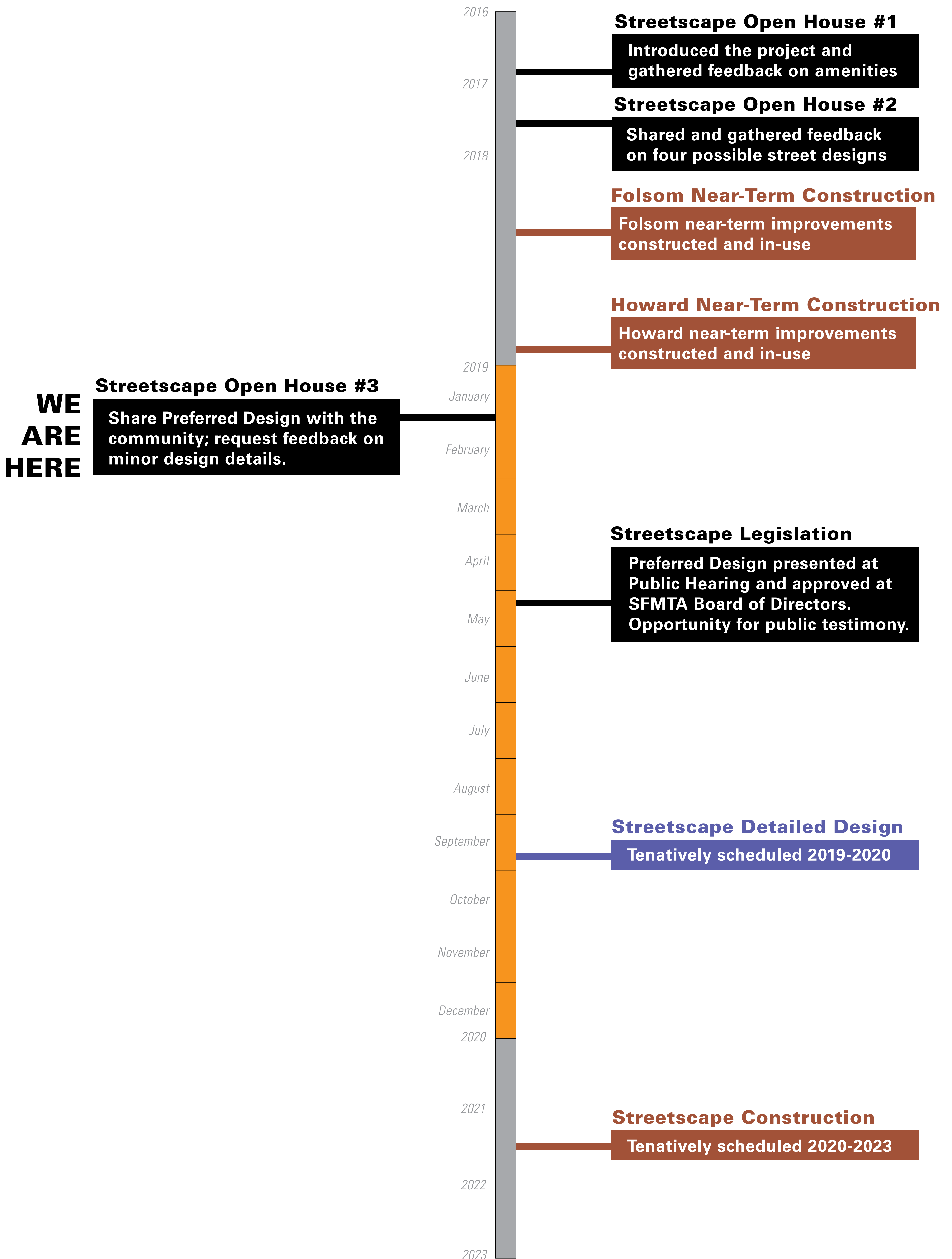


| Project Name | | | | |
|---|---|---|---|---|
| Projects completed, in construction, or starting construction soon | | | | |
| A 2nd Street (Market to Townsend) | X | X | X | X |
| B 7th Street (Market to Folsom) | | X | X | X |
| C 8th Street (Market to Townsend) | | X | X | X |
| D Folsom Street (5th to 13th) | | X | X | X |
| E Folsom Street (Embarcadero to 2nd) | | X | X | X |
| F Howard Street (6th to 11th) | | X | X | X |
| G Townsend Street (4th to 8th) | X | X | X | X |
| Near term projects. Construction expected to start in 1-5 years. | | | | |
| H 3rd Street (Market to Townsend) | | X | X | X |
| I 5th Street (Market to Townsend) | | X | X | X |
| J 6th Street (Market to Brannan) | X | X | | X |
| K 7th Street (Folsom to Townsend) | | X | X | X |
| L Brannan Street (Embarcadero to Division) | | X | X | X |
| M Folsom Street (2nd to 11th) | X | X | X | X |
| N Howard Street (3rd to 11th) | | X | | X |
| O Harrison Street (Embarcadero to 1st) | X | X | | X |
| Funding not identified. Construction schedule unknown. | | | | |
| P 4th Street (Market to Harrison) | | X | X | X |
| Q 11th Street (Market to Division) | | X | X | X |
| R Beale Street (Market to Folsom) | | X | X | X |
| S Brannan Street (2nd to 6th) | X | X | | X |
| T The Embarcadero (Market to King) | | X | | X |
| U Howard Street (Embarcadero to 4th) | | X | | X |
| V Mission Street (Embarcadero to 5th) | X | X | X | X |



PROJECT TIMELINE

The Folsom-Howard Streetscape Project will be presented to the SFMTA Board of Directors this spring with design in 2019 and 2020 and construction between 2021 and 2023.



**WE
ARE
HERE**

Streetscape Open House #3
Share Preferred Design with the community; request feedback on minor design details.