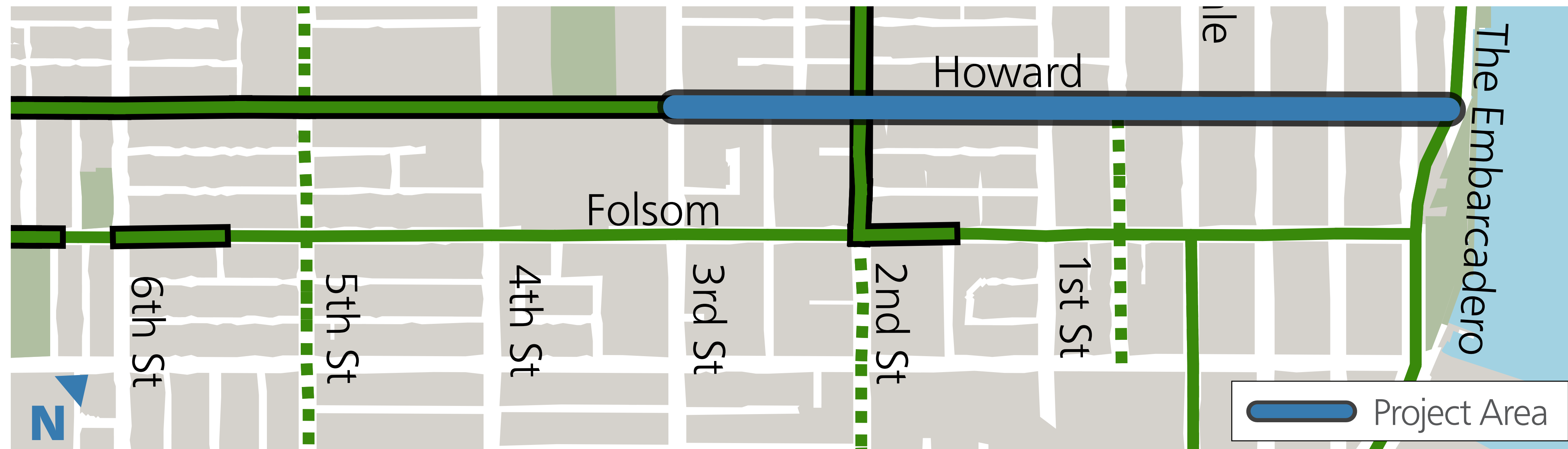


HOWARD STREET QUICK-BUILD PROJECT

Project Overview



The Howard Street Quick-Build project is an effort to improve safety and comfort for all people traveling along Howard Street between 3rd Street and The Embarcadero. The project focuses on upgrading the existing bike lane to a parking protected bikeway, improving visibility of pedestrians, and ensuring pedestrian and commercial loading zones meet the existing demand in the area.

This project is part of the SFMTA's Vision Zero Quick-Build effort, which stems from two executive directives from Mayor London Breed for faster transportation safety improvements and to deliver higher quality bikeway facilities, such as protected bikeways, to prevent collisions and increase safety. This project will contribute towards the 20 miles of protected bikeways in two years, as called for by Mayor London Breed as part of her initiatives around traffic safety.

PUBLIC HEARING NOTICE

The purpose of the Howard Street Quick-Build Project stations is to provide the public with more information on the project and showcase the SFMTA's proposed design.

Additionally, this open house serves as an official SFMTA Engineering Public Hearing, where the public can provide comments on the project. If you would like to provide public comment on this project, please visit the Public Hearing Station at this Open House for more information on how to do so.

Project Goals

The main goals of the Howard Street Quick-Build Project are:

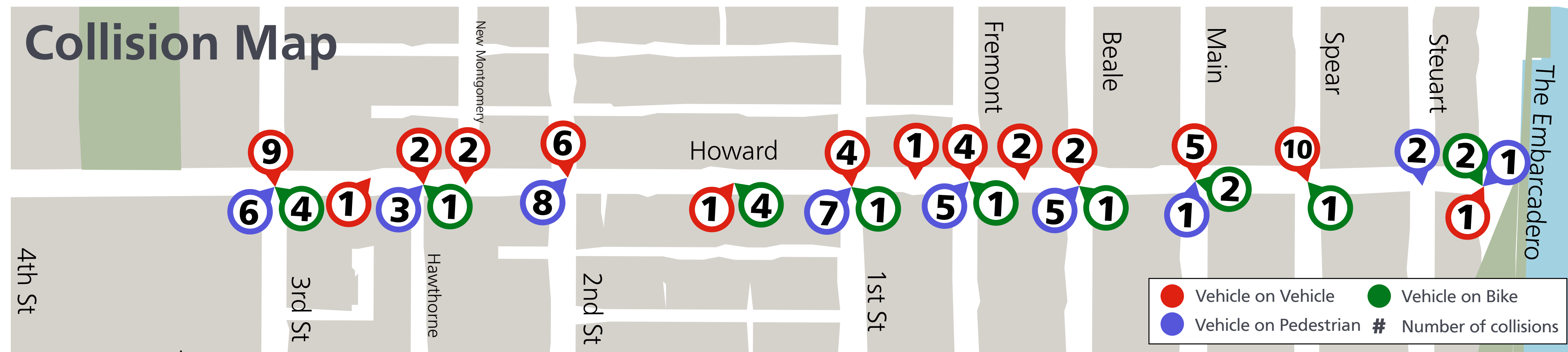
- » Improving safety for all users of Howard Street faster
- » Improving loading for businesses
- » Making biking and walk more comfortable
- » Informing the design of the long-term streetscape project design

Stay Updated on This Project!

For project updates, please subscribe to the project email list on the project webpage at www.sfmta.com/howardquickbuild

SAFETY NEEDS AND IMPROVING COMFORT

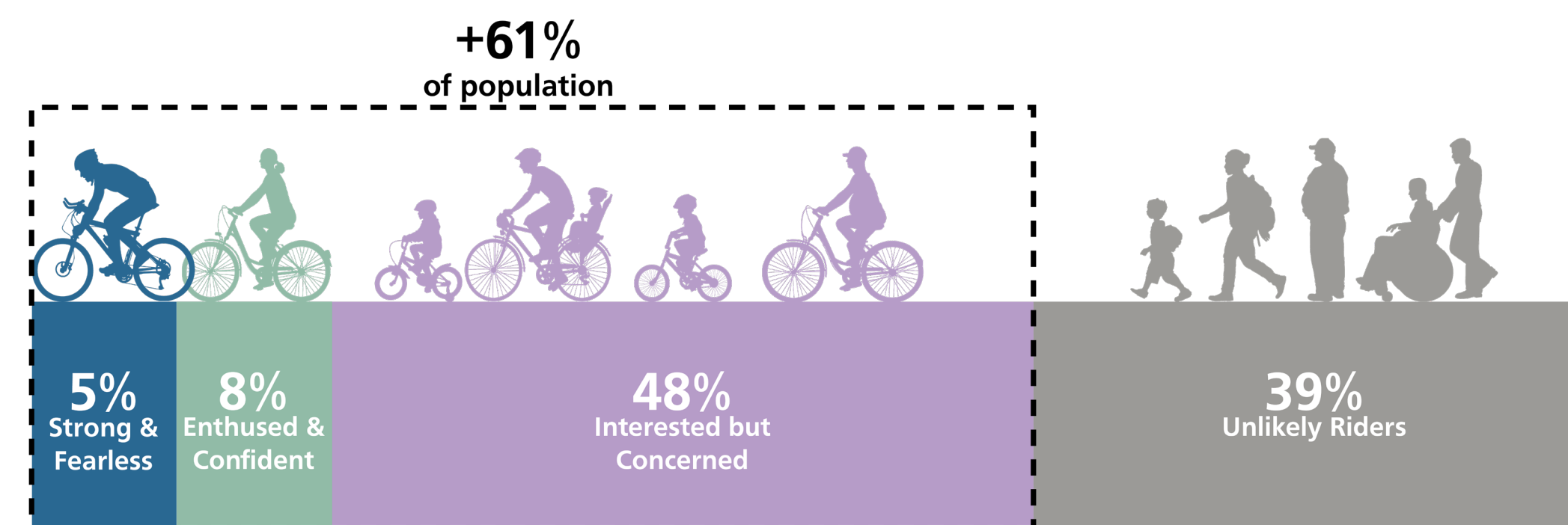
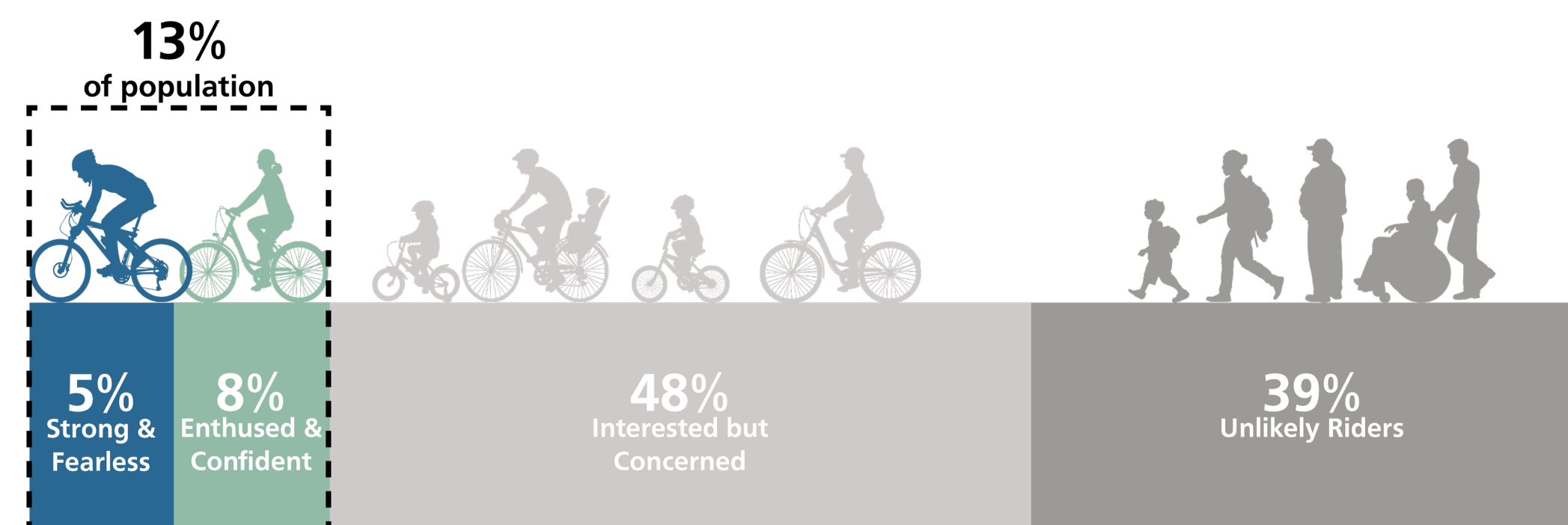
In the most recent five-year collision history available (July 1, 2014 through June 30, 2019), there were **54 traffic collisions** on Howard Street between 3rd Street and the Embarcadero that involved a vehicle and a bicycle or pedestrian. Of those incidents, **6 resulted in a severe injury and 1 resulted in a pedestrian fatality** at Howard and 1st streets.



*These incidents only represent collisions that were reported to the San Francisco Police Department and California Highway Patrol, or through admittance at San Francisco General Hospital, and therefore does not represent the complete picture of traffic related incidents on Howard Street.

Building a Bike Network for Everyone

According to the SFMTA's 2015 San Francisco Bike Attitudes survey, our current network best serves two types of people who ride bikes: "strong & fearless" and "enthused and confident" riders. This only accounts for an estimated 13% of the City's population. There are more people who are interested in bicycling, but may be hesitant due to street safety concerns or comfort. Higher quality bikeways create a more equitable, encouraging, and welcoming riding environment for people of all levels and abilities who are interested in bicycling, while also creating safer traffic conditions for all who use the roadway.

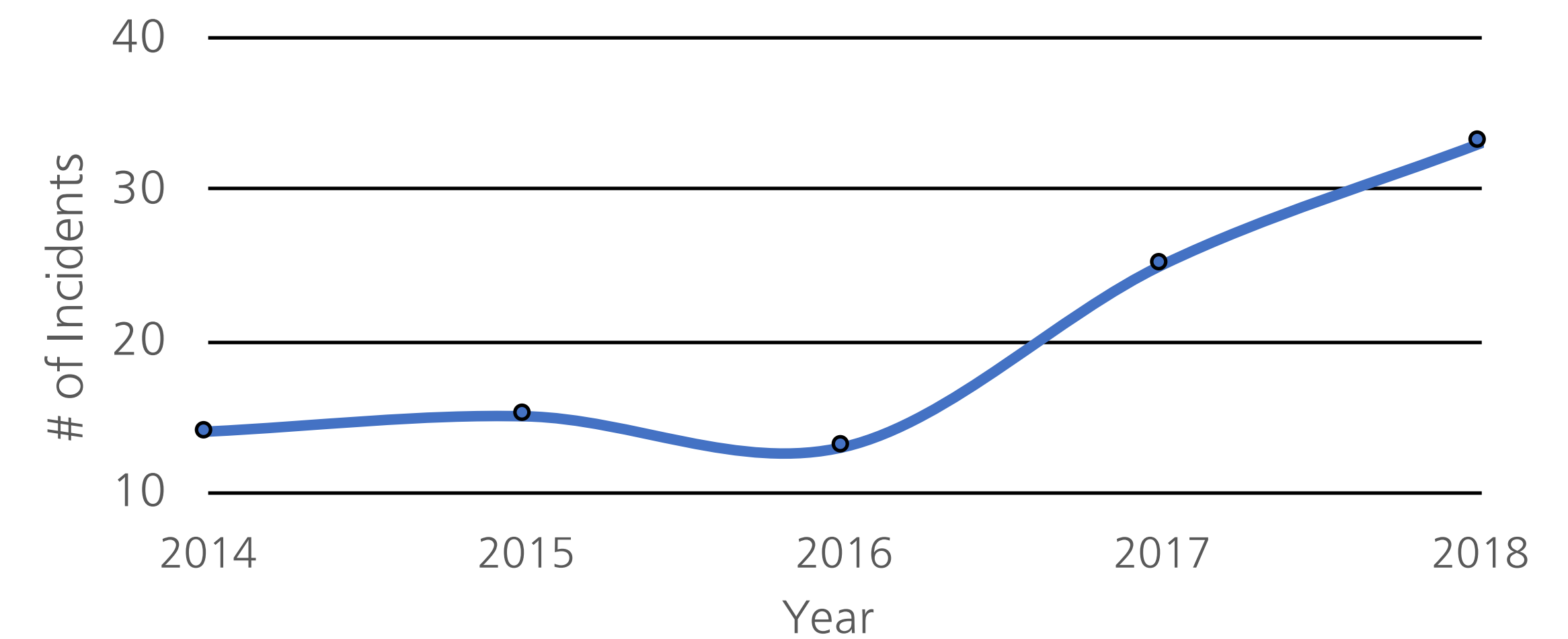


Howard Street Traffic Safety Facts

105
TOTAL COLLISIONS
were reported in the project area from 2014 to 2019

48% of the total collisions were vehicle on vehicle, meaning **more than half** of the collisions on Howard in the project area involved a bicyclist or pedestrian

In the past **5 years**, the number of traffic collisions on Howard Street per year is trending **UP**



PRIMARY COLLISIONS TYPE



Sideswipes

47% of total collisions involving these modes

PRIMARY COLLISION FACTOR



Failure to Yield at Crosswalk

68% of total collisions involving these modes

EXISTING CONDITIONS

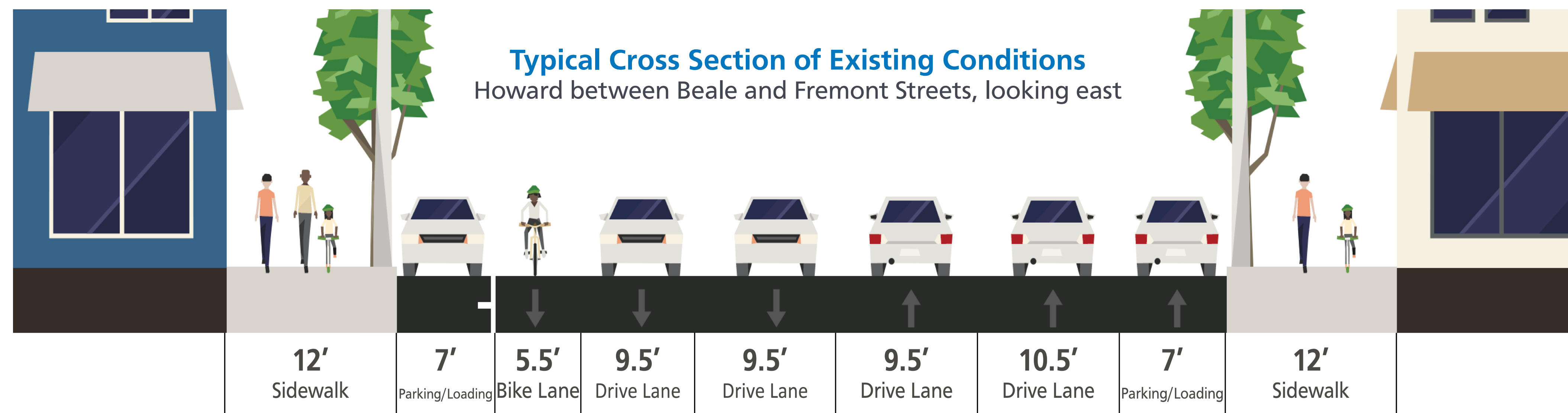
This section of Howard Street is a four-lane street that varies between one-way and two-way operations. Parking and loading exists either on both or only one side of the street. Muni, Golden Gate Transit, and PresidiGo bus routes operate on Howard Street and have curbside bus stops.

The corridor also serves as an important bike network connection and has a bike lane on the north side of the street in the westbound direction. In addition to the various restaurants, bars, and retail, there is also a high number of high-rise residential and office buildings and institutions, resulting in a large pedestrian presence.

With the varying uses and diverse presence of transportation modes, all users of Howard Street can experience an uncomfortable travel environment. The current roadway design induces user conflicts, does not adequately meet curb usage demand, and also creates unsafe travel conditions, such as reduced pedestrian visibility at intersections.

Notable issues

- Double parking in the bike lane worsens traffic operations and causes bicyclists to travel into vehicle lanes
- Bike and bus conflicts when buses pull in or out to load and unload passengers at bus stops
- Lack of available loading zones for businesses results in double parking and parking in red zones

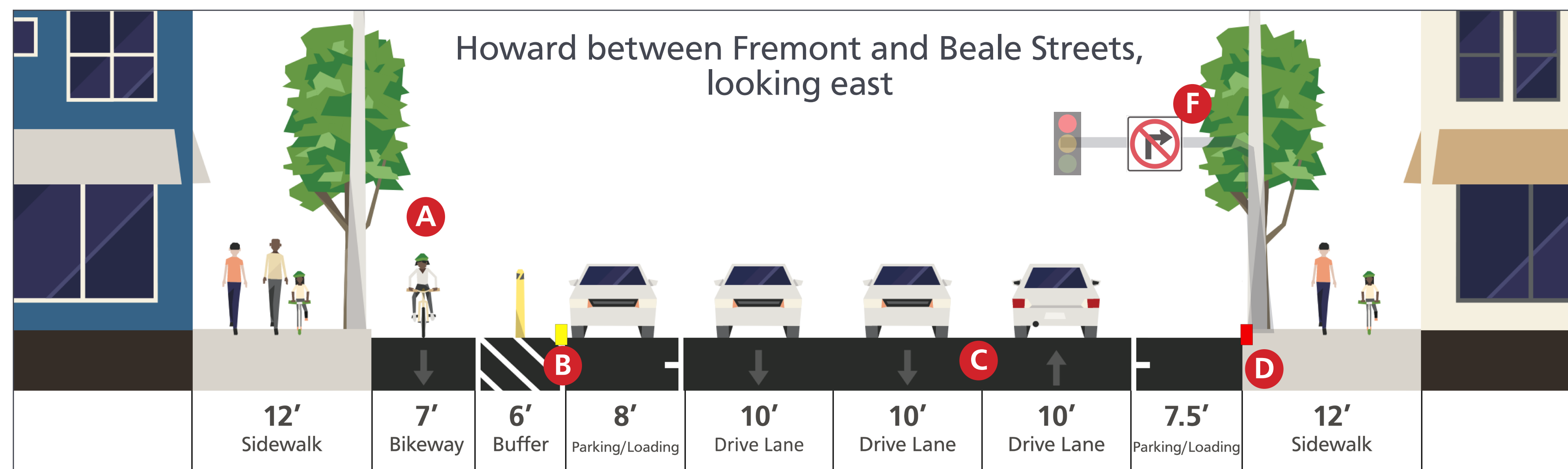
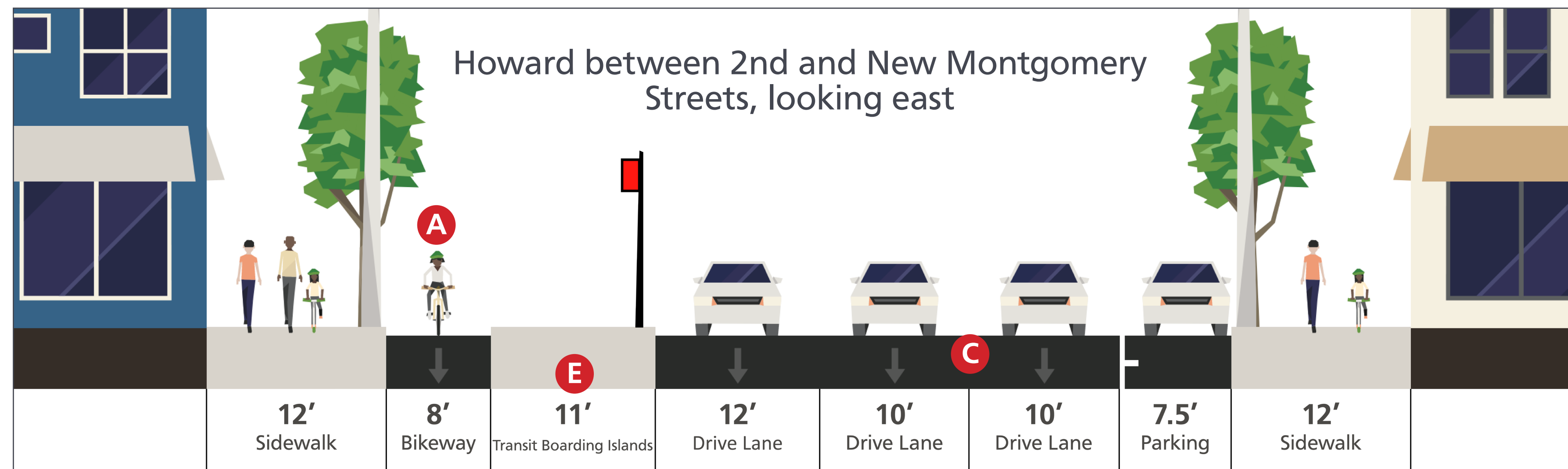


PROPOSED CHANGES

This section of Howard Street (3rd Street to the Embarcadero) is similar to the rest of the corridor, but it also includes some different characteristics such as changes in land use, varying roadway widths and operations (i.e. two-way versus one-way), and transit routes operating on the street.

The project's proposed design balances the diverse needs of the various roadway users, staff technical analysis, and feedback we received from the businesses and institutions that front this section of Howard Street while observing the goals and objectives of the project.

Typical Cross Sections



- A Protected Bikeway:** Provides greater separation between moving vehicles and bicyclists. A parking-protected bikeway accommodates on-street parking and loading needs. Additional facility treatments like green paint help increase visibility of bicyclists and indicate to other road users where an interaction may occur.
- B Improved Curb Management:** Color curbs and regulations are adjusted based on user demand and stakeholder feedback of the area, facilitating more efficient use and reducing unsafe behaviors like double parking.
- C Roadway Reconfiguration:** Roadway space is reconfigured to provide a more balanced street for pedestrians, bicyclists, and transit.
- D Pedestrian Improvements:** Intersection daylighting (red zones at the intersection approach) helps increase visibility of pedestrians and bicyclists at intersections by providing better sightlines for drivers. Advanced limit lines also help improve visibility of pedestrians by providing extra stopping space for vehicles at intersections.
- E Transit Boarding Islands:** Improves transit travel time by reducing the need for buses to pull in and out of curbside bus stops. They also prevent merging conflicts between buses, cars and bicyclists near bus stops and improve pedestrian safety by shortening crossing distances.
- F Vehicle Turn Restrictions:** Reduces conflicts at the intersection between vehicles and pedestrians and bicyclists.

For block by block details on the proposed changes, please visit the plan view station for the Howard Street Quick-Build project.

Future Opportunities



Bicycle Signal Separation:

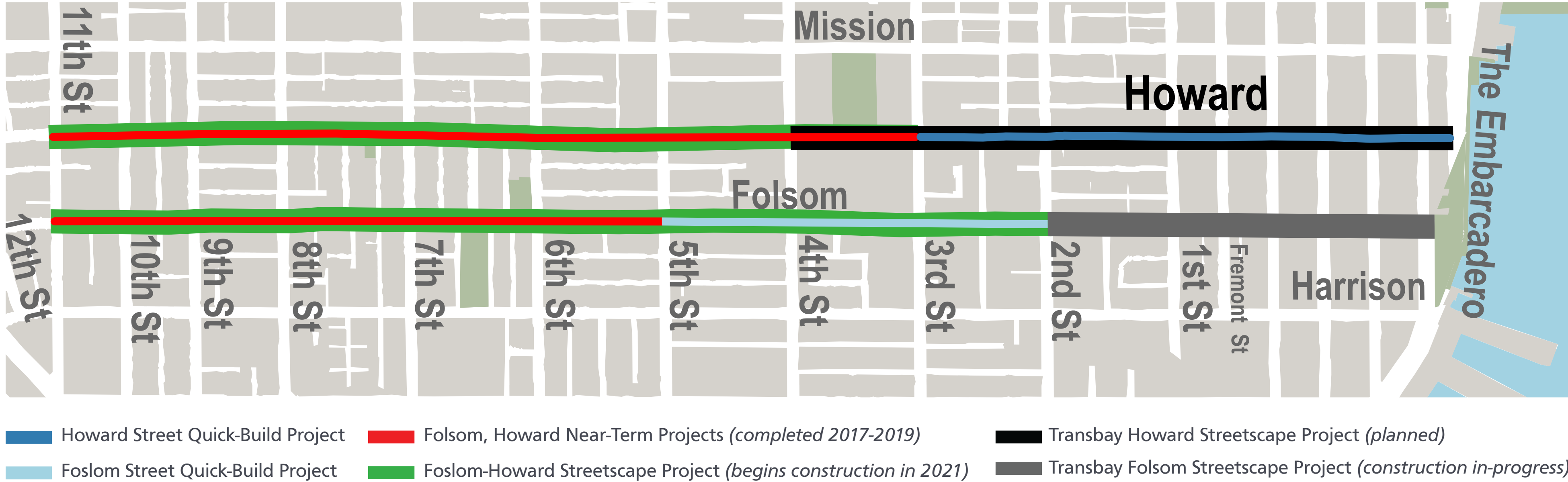
Provides separate phasing for bicyclists and right-turning vehicles at the intersection. Bicyclists and pedestrians get a green light, while turning vehicles have a red arrow. This treatment also allows the bikeway to move to the curbside and removes mixing zones.

The project team is currently exploring the feasibility of this design treatment at various locations within the project area.

WHERE WE'VE BEEN AND WHERE WE ARE GOING

Part of a Larger Effort to Improve Folsom and Howard Streets

Since 2016, the SFMTA has been working to design and implement capital changes to Folsom and Howard streets, as part of the **Folsom-Howard Streetscape Project**. This effort improves safety for all users, while enhancing the livability of the corridor. The streetscape project is in detailed design with an estimated groundbreaking in 2021. Realizing that traffic safety improvements needed to come sooner, the SFMTA implemented near-term changes on Folsom Street in late 2017 as part of the **Folsom Near-Term Project** and on Howard Street in 2019 as part of the **Howard Near-Term Project**.



Two other long-term streetscape efforts will address the remaining portions of Howard and Folsom streets not covered by the **Folsom-Howard Streetscape Project**. The **Transbay Folsom Streetscape** project is currently in construction, with an estimated completion date in 2020. The **Transbay Howard Streetscape Project** is in the early stages of planning and preliminary design with public outreach beginning in 2020. In the interim, the **Howard Street Quick-Build Project** will be implemented in 2020 and the **Folsom Quick-Build Project** will be implemented in 2020-2021.

The Howard Street Quick-Build Project Timeline

