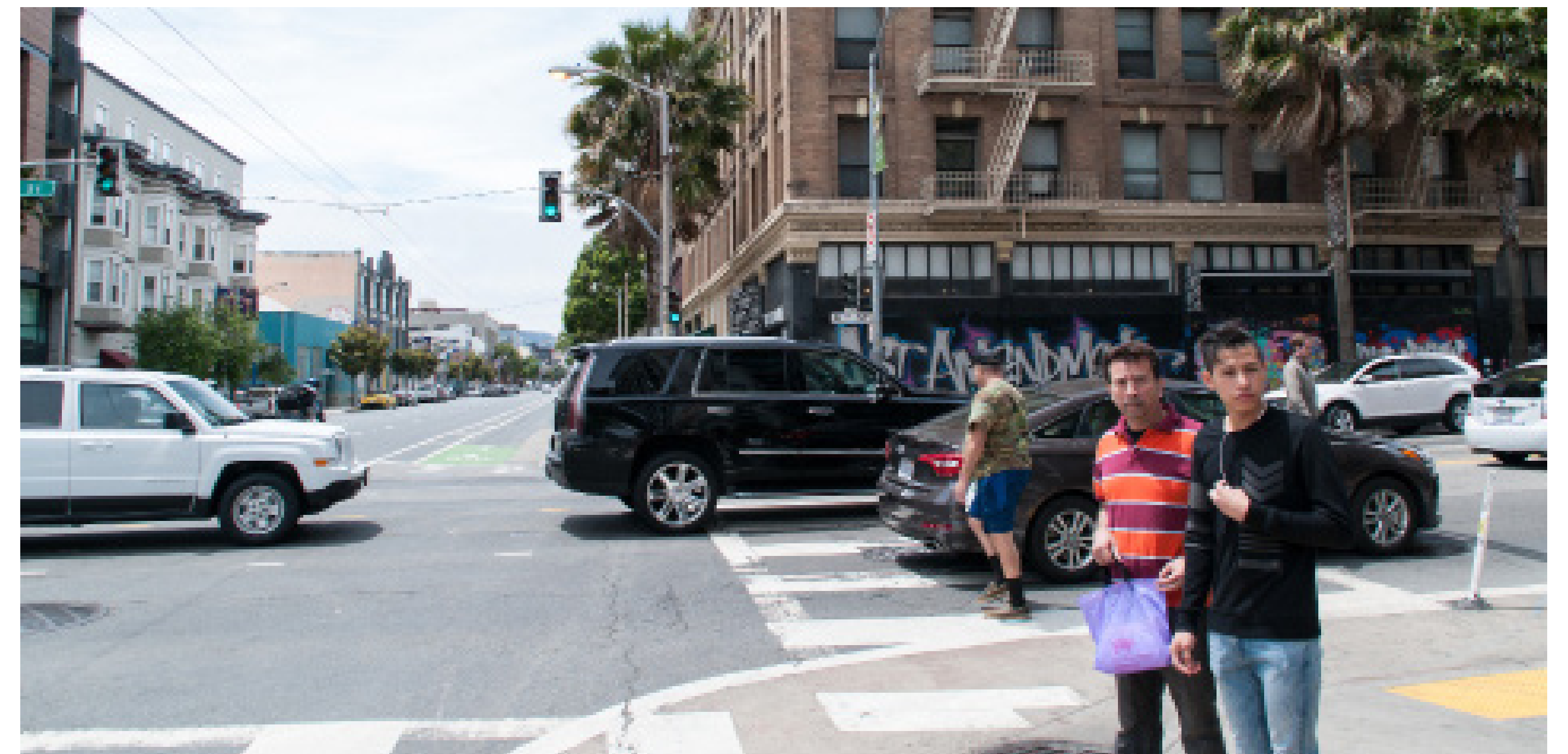


ABOUT THIS OPEN HOUSE

Welcome, and thanks for joining us today for the Howard Near-Term Project Open House!

The purpose of today's open house is to:

- Share near-term designs for better bike lanes, parking and loading, and transit
- Explain how the near-term project ties into the larger streetscape project
- Ask for your comments on what you've seen today



GOALS OF THE NEAR-TERM PROJECTS

In April 2017, we shared possible alternatives for the Folsom-Howard Streetscape Project. They included wider sidewalks, better bike facilities, green space, and better transit facilities. Regardless of which alternative is chosen, the streetscape project will be a major construction effort.

Construction along the 2.5 mile corridor will not be completed until 2023. Therefore, we have been exploring ways to bring SoMa safety, transit, and loading improvements sooner.

The Howard Near-Term Project will make SoMa safer faster by implementing quick and effective measures - similar to the recent improvements on Folsom, 7th, and 8th streets. These upgrades will improve how people walk, bike, and load goods and passengers.

Near-Term Project Goals:

- Improve safety sooner
- Make biking and walking more comfortable
- Improve loading for local businesses
- Inform the final design for the larger streetscape project



Existing Howard St.

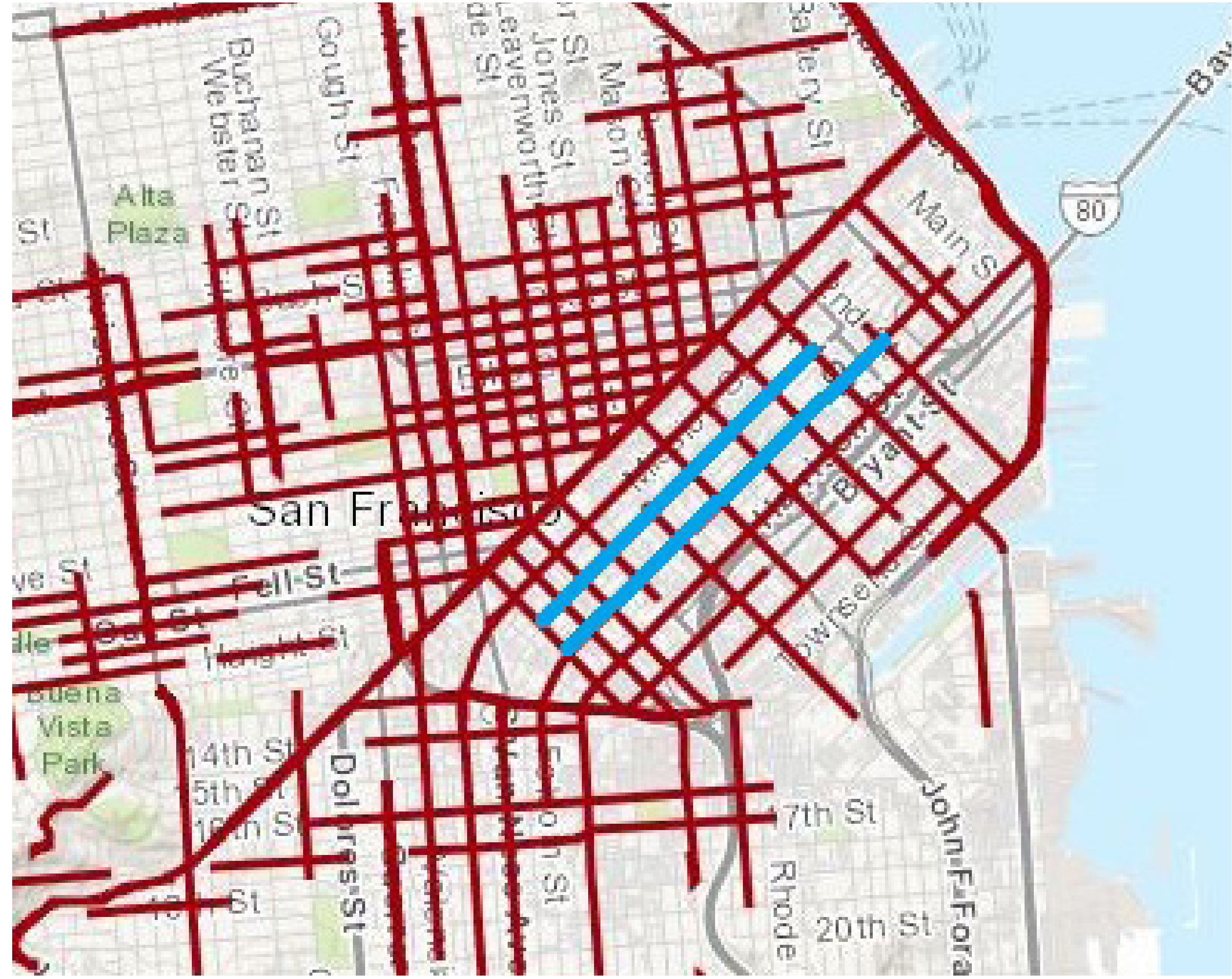


**Recently Upgraded Folsom St.
Similar to Near-Term Howard Recommendations**

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



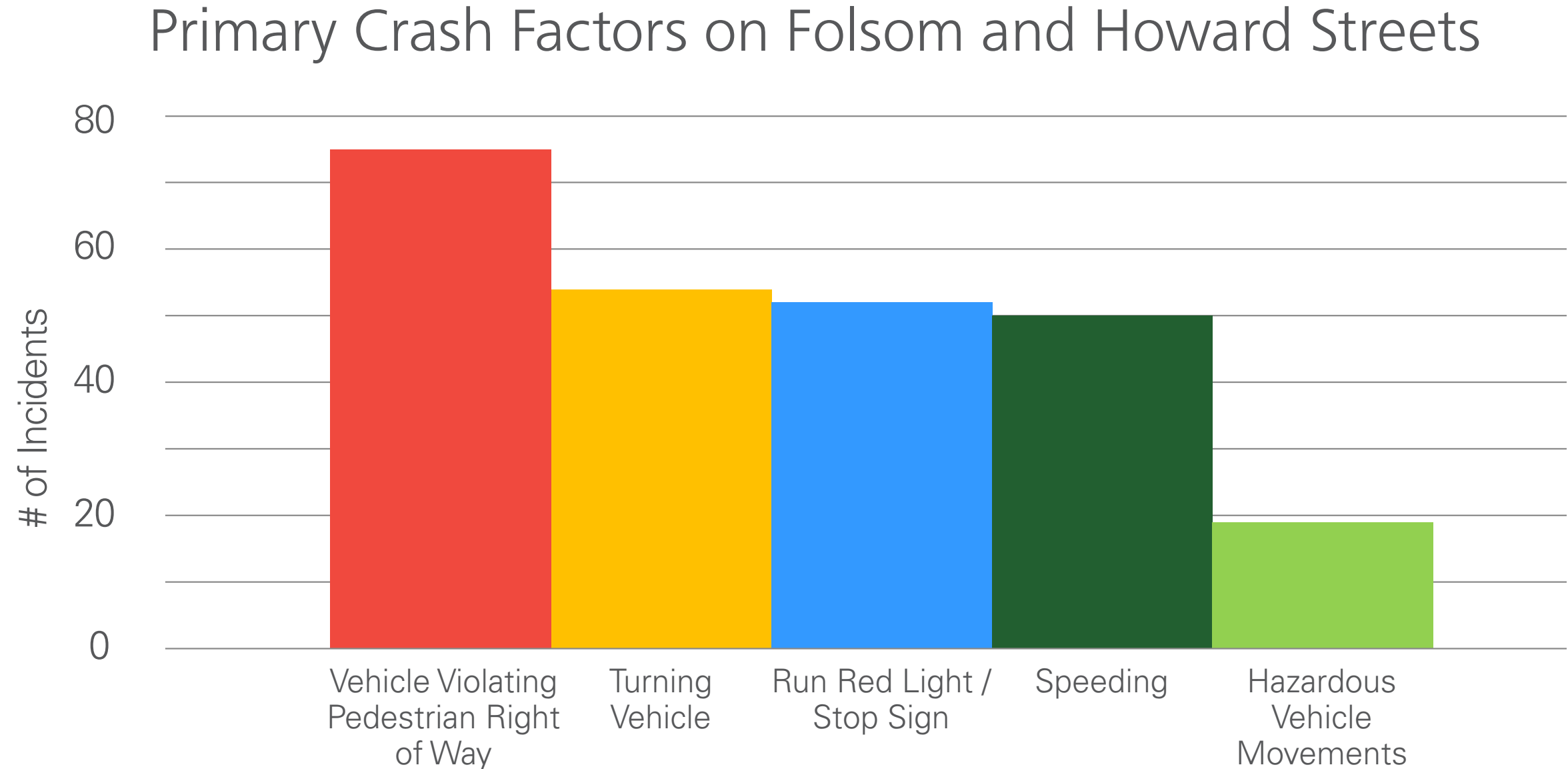
— High Injury Streets — Streetscape Project Area

Every year, 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, **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



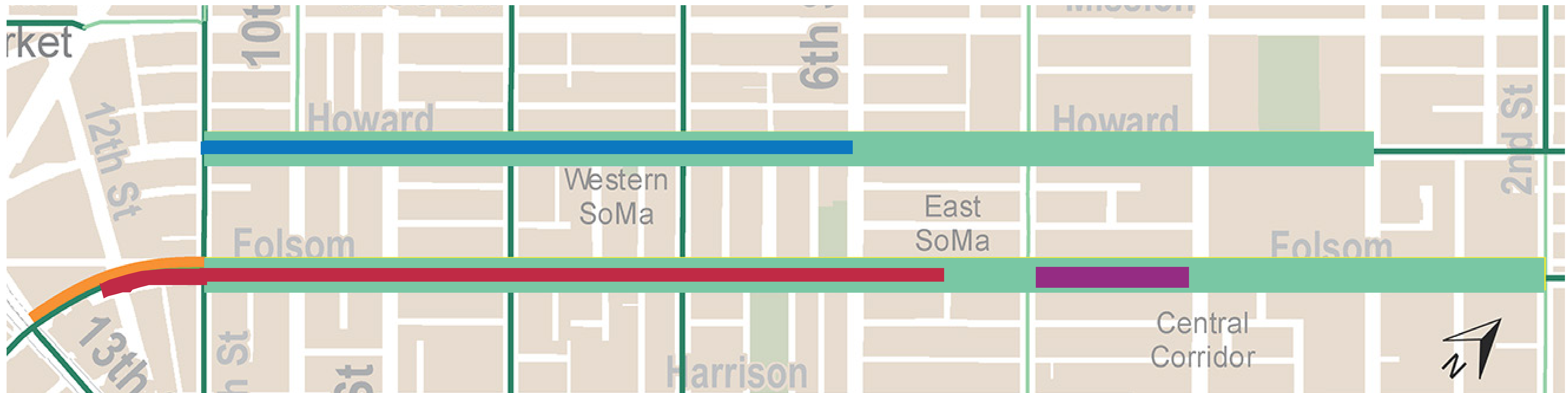
Folsom and Howard Crash Facts






- 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).

PROPOSED NEAR-TERM IMPROVEMENTS

The Howard Near-Term Project will include improvements for bicyclists, pedestrians, and people who park and load. To implement these changes on Howard, about 16% of parking spaces will be repurposed for commercial loading and 18% of parking spaces will be removed to enhance safety and visibility.

Near-term changes could be implemented this fall and winter and the SFMTA will continue outreach to neighbors, local business and community groups about these inexpensive and proven techniques that improve safety.



-  Near-term painted parking-protected bikeway will be installed on Howard between 11th and 6th
-  Early in 2018 near-term parking-protected bikeway was installed Folsom between 11th and Falmouth
-  The full Folsom-Howard Streetscape project including safety and landscaping improvements
-  Near-term painted parking-protected bikeway will be installed on Folsom between 5th and 4th
-  Early in 2018 a new buffered bikeway was implemented on Folsom between 11th and 13th

The next several boards describe near-term project's improvements. A rendering of Howard and the Folsom extension with these improvements is at the center of the room. Please tell us what you think.

ELEMENTS OF A PARKING-PROTECTED BIKEWAY

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 striped buffer and the sidewalk. To accomplish these changes, we will be removing about 18% of parking.



Parking-Protected

- 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
- Additional room for bicyclists to pass each other
- Reduces potential for “dooring”
- Accommodates on-street parking and loading needs
- Transit boarding islands eliminate weaving with buses at bus stops



Mixing Zones

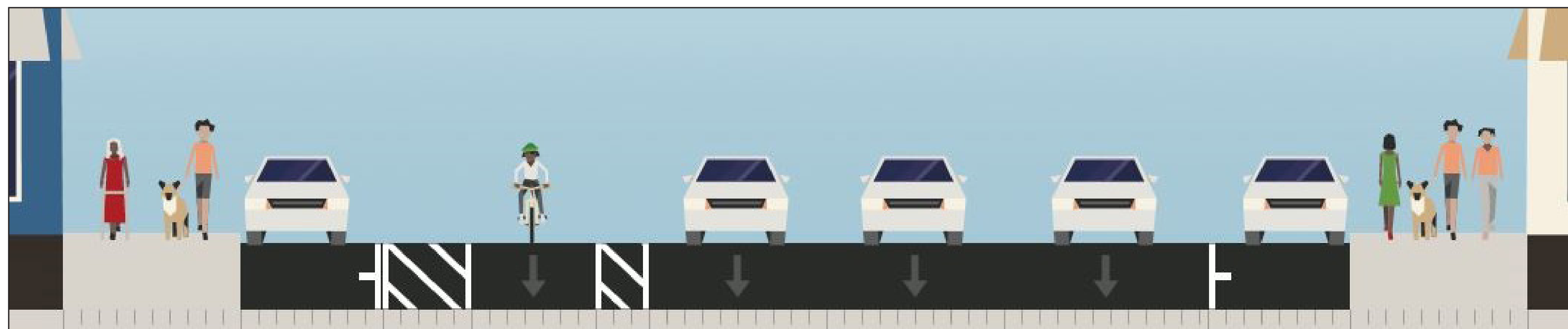
- Positions vehicles to the curbside lane to reduce right-hooks with bicyclists
- Dashed green striping is used to caution where travel modes mingle
- Yield “teeth” markings indicate right-turning vehicles must yield to cyclists



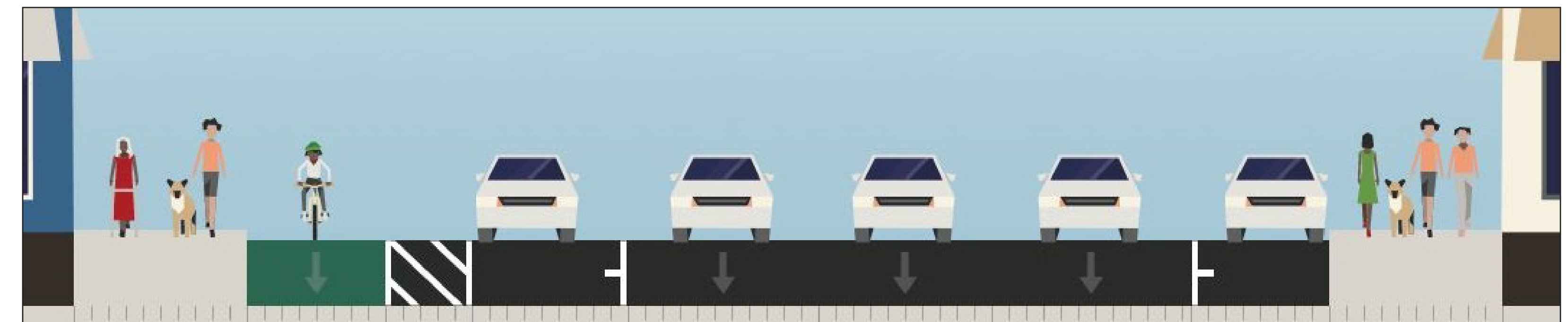
Two-Stage Turn Boxes

- Clarifies where cyclists can turn left to connect to other bike routes
- Brings awareness to all road users of where cyclists can be expected.
- Reduces conflicts between turning cyclists and vehicles

**Existing Typical Midblock Cross-Section:
Bike lane between parked cars and moving vehicles**



**Proposed Near-Term Typical Midblock Cross-Section:
Bike lane between parked cars and the sidewalk**



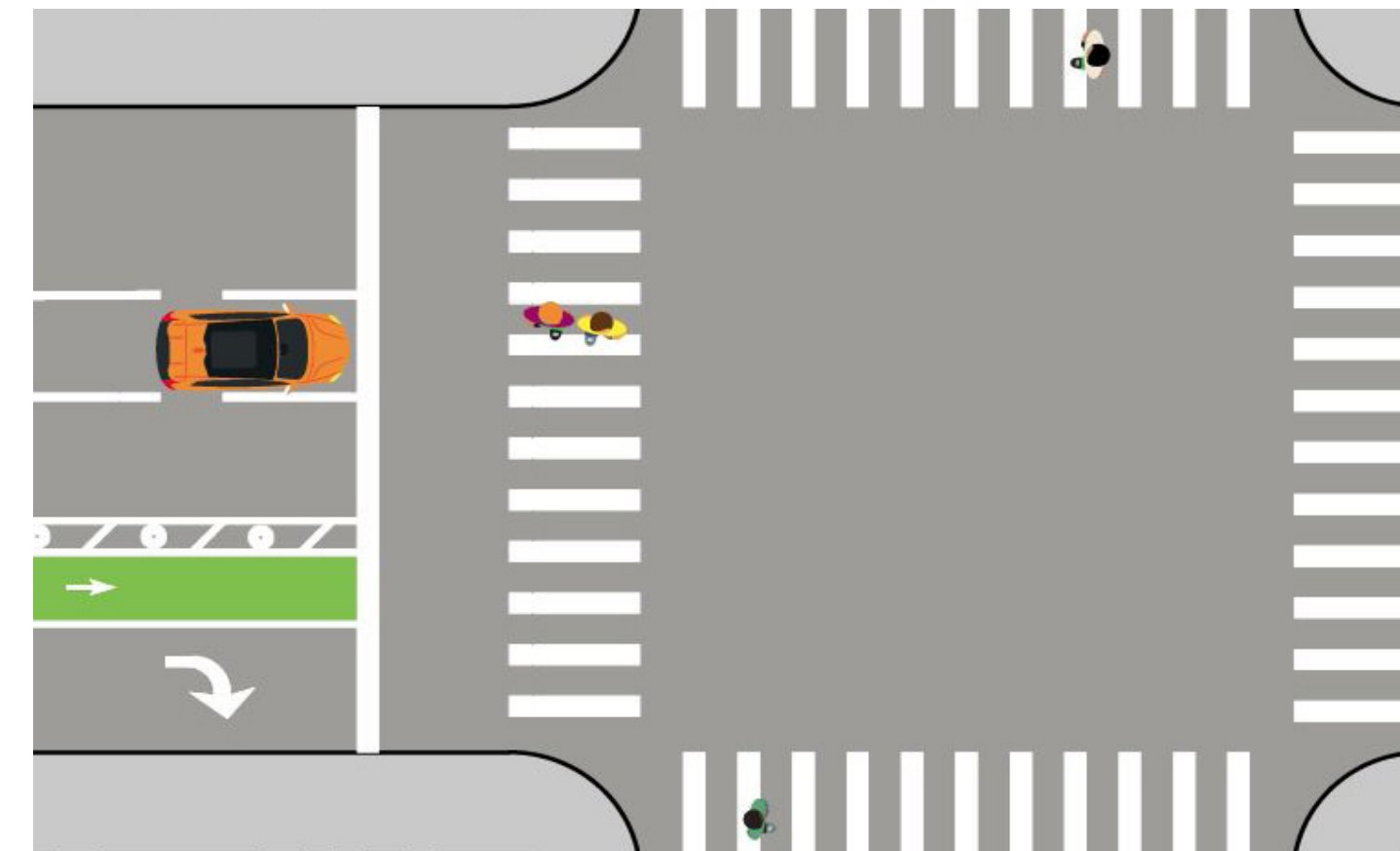
PEDESTRIAN AND LOADING IMPROVEMENTS

The Howard Near-Term Project includes improvements for people who walk and do loading and unloading along Howard Street. Advanced limit lines and daylighting provide additional space and visibility between people who drive and people who walk. We will be increasing the number spaces for loading by 78 percent, which will help prevent double parking.



Wider Crosswalks

- Makes pedestrians more visible to other users of the road
- Makes pedestrian space in intersections clearer and improves predictability



Advanced Limit Lines

- Provides extra space between stopping vehicles and pedestrians in the crosswalk
- Typically placed between 5' to 10' before crosswalks
- Increases the visibility of pedestrians in the crosswalk to motorists



Increased Crossing Times

- Gives pedestrians more time to cross the street safely
- Helps people with limited mobility
- Provides more predictability for drivers



Increased the Number of Loading Zones

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

THE LARGER STREETScape PROJECT

The Near-Term Projects prioritize quick and cost-effective improvements for bicycle and pedestrian safety, transit, and loading. There are a limited number of designs that make sense with streetscape improvements coming later. We are on track to show the public designs for the new, long-term changes for Folsom and Howard this fall.

Timeline for Howard Near-Term Improvements

We are hopeful that these changes can be installed quickly, similar to the Folsom St. improvements, and can be finished this winter.

Implementation Challenges

- Construction before rainy season
- Does the current conduit for our traffic signals have enough space for installing phase separation?

After This Open House

- Continued outreach for loading zone preferences
- SFMTA Board of Directors project approval anticipated this fall
- Staff will notify the stakeholders about the Public Hearing, SFMTA Board of Directors meeting, and start of construction

Timeline for the Full Folsom-Howard Streetscape Project

We have developed a design that emphasizes community priorities like wider sidewalks, mid-block crossings, improved cycling facilities and improved transit.

Design Challenges

- We will continue work with the San Francisco Fire Department and key community stakeholders to refine the design so that it works for this diverse corridor
- Draining and utility infrastructure on the corridor must be preserved
- Constraints due to rising regional construction costs

Whats Next for the Full Streetscape Project

- Continued one on one meetings with stakeholders this fall
- Presentations to local community groups this fall
- Public open house this fall



Existing Folsom Street



Potential Future Designs for Folsom St.

WORKING WITH THE COMMUNITY

We 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 whole streetscape project.

COMMUNITY OUTREACH SUMMARY



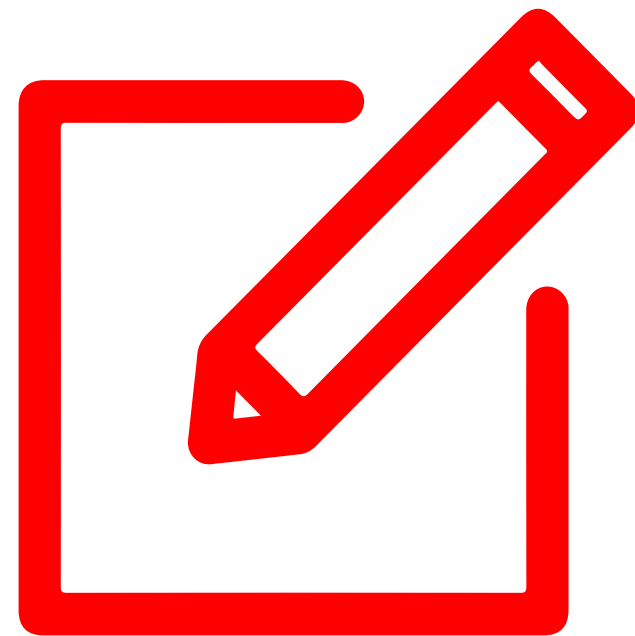
At the December 2016 open houses



At the April 2017 Open Houses



At the July 2017 Open Houses



1,300 questionnaire responses



Meetings with **20** community groups



400 people attended open houses



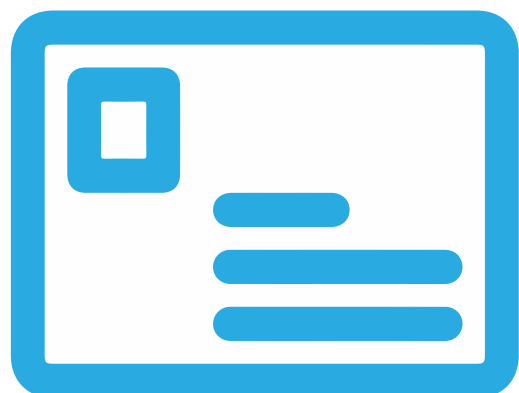
Knocked on **165** businesses' doors



80 meetings with local businesses



110 business loading surveys completed



19,000 open house notification postcards delivered

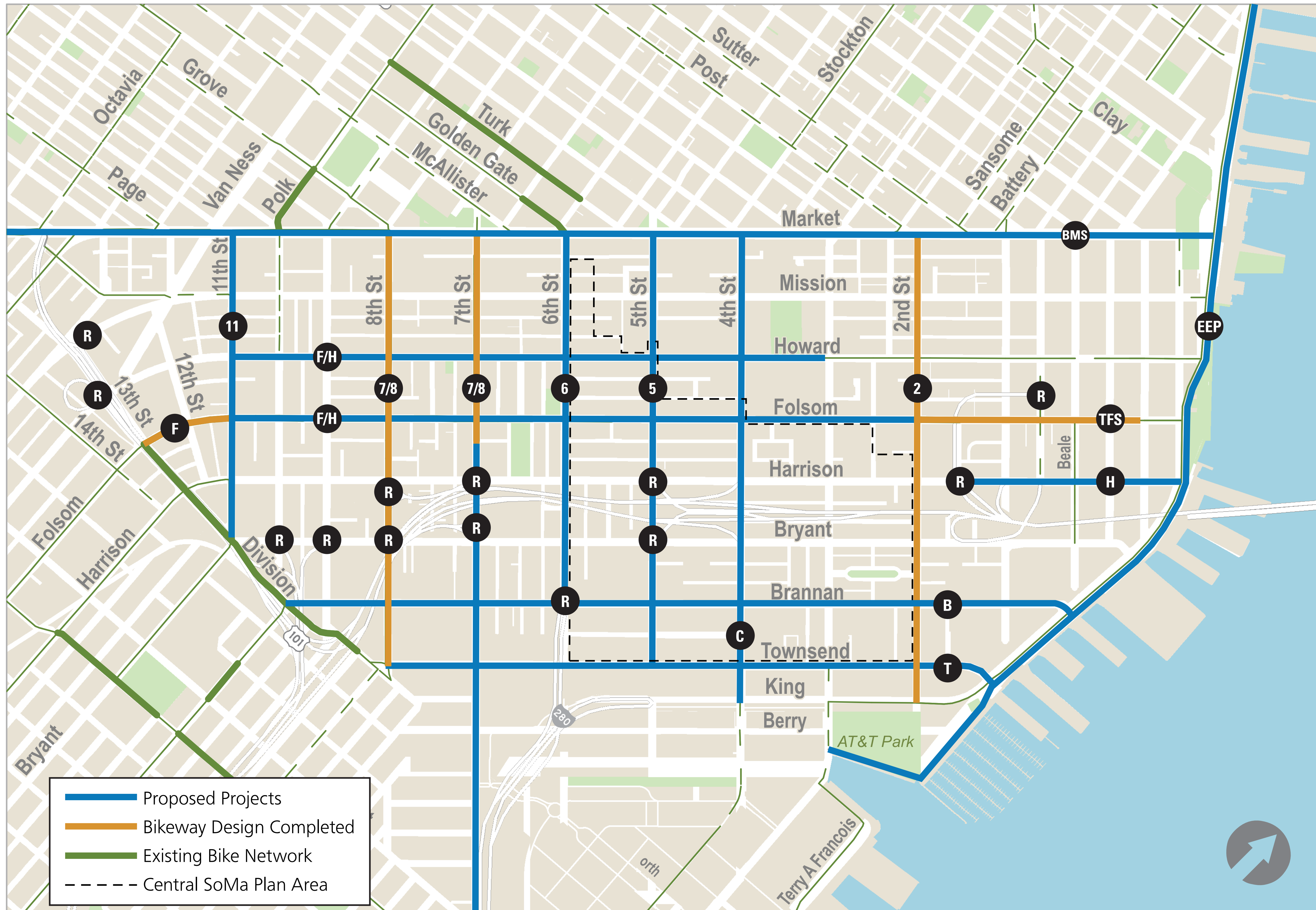


Distributed **500** open house notification posters



100s of hours of staff outreach

SOMA PROJECT COORDINATION



Several streets in SoMa 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 bicycle lanes, bus stop improvements, and more.

These projects are in various stages of planning and conceptual design. For more information and links to project webpages, we welcome you to visit www.sfmta.com/livablestreets

PROJECT TIMELINE

The Howard Near-Term Improvements be will installed this winter while the Streetscape Project will be constructed between 2020 and 2023.

