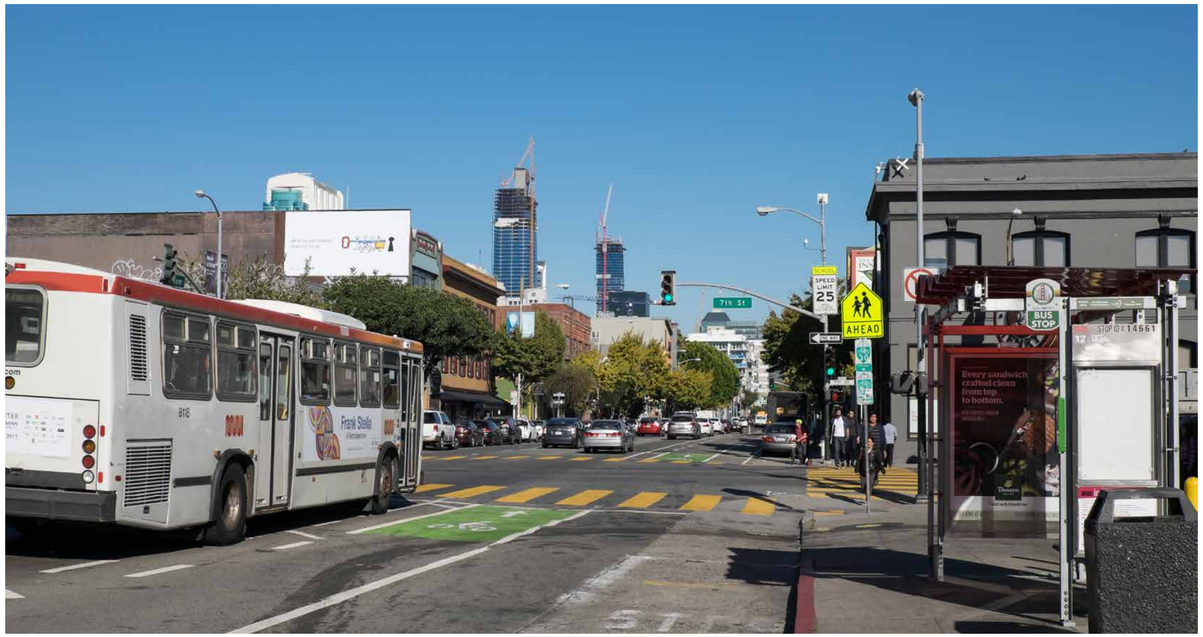
ABOUT THIS OPEN HOUSE

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

The purpose of today's open house is to:

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



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LINKING THE NEAR-TERM AND STREETSCAPE PROJECTS

In April, 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 2022. Therefore, we have been exploring ways to bring SoMa safety, transit, and loading improvements sooner.

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

Near-Term Project Goals:

- Improve safety sooner
- Make biking and walking more comfortable
- Upgrade transit facilities to improve travel time and safety
- Improve loading for local businesses
- Inform the final design for the larger streetscape project

Existing Folsom St.

Recently Upgraded 8th St.
Similar to Near-Term Folsom and Howard Recommendations

Possible Final Streetscape Design

David Baker Architects

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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 High Injury Intersections Project Area

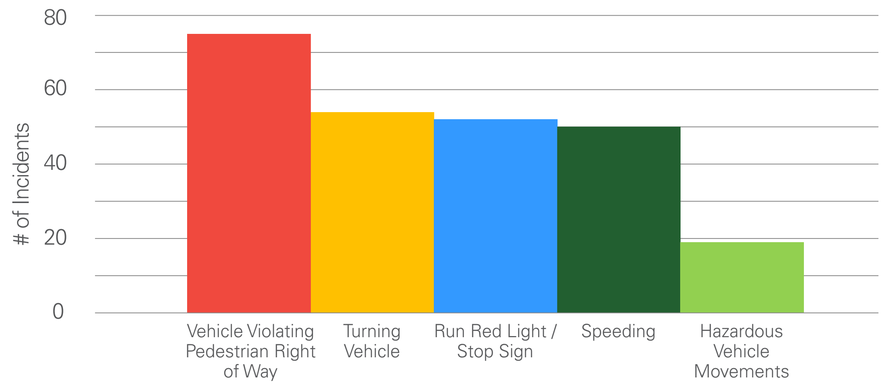
Every year, 30 people are killed and 200 more are seriously injured in San Francisco traffic crashes.

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

Over the last 5 years, 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

Primary Crash Factors on Folsom and Howard Streets



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).

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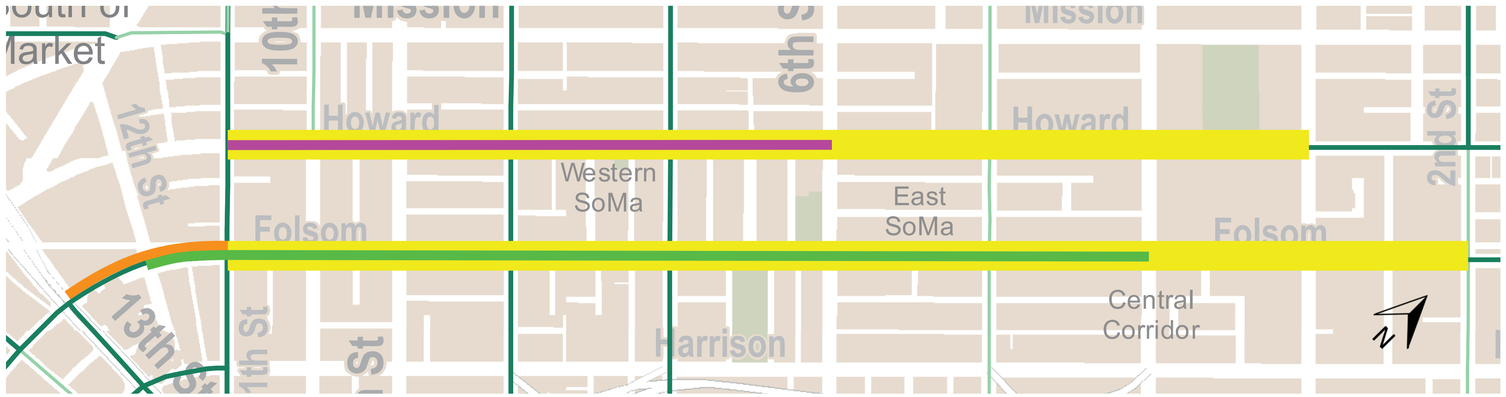
PROPOSED NEAR-TERM IMPROVEMENTS

The Near-Term Project will include improvements for bicyclists, pedestrians, transit riders and people who park and load. To implement these changes on Folsom, about 9% of parking spaces will be repurposed for commercial loading and 26% of parking spaces will be removed to enhance safety and visibility.

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



Folsom Near-Term painted parking protected bikeways will be pursued on between 12th and 4th

Potential Howard Near-Term painted parking protected bikeway between 11th and 6th

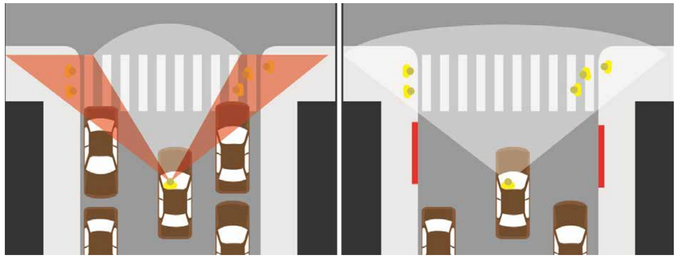
A new buffered bike lane will be added on southbound Folsom between 11th and 13th

The full Folsom-Howard Streetscape Project will include landscaping and curb changes

Parking protectted bikeways separate pedestrians and bicyclists from cars. They also reduce vehicles blocking bike lanes - currently, a frequent problem.

Double the number of yellow zones on Folsom to provide additional space for commercial loading and reduce the frequency of double parking.

Boarding islands will reduce conflicts between the 12-Folsom and bicycle riders while decreasing travel time and improving reliability.



“Daylighting” increases safety by using red zones near crosswalks to improve the visibility of everyone using the street

The next several boards describe the bicycle, pedestrian, and transit improvements that will be included in the near-term project. A rendering of Folsom and Howard with these improvements is located at the center of the room. Please tell us what you think.

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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.

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

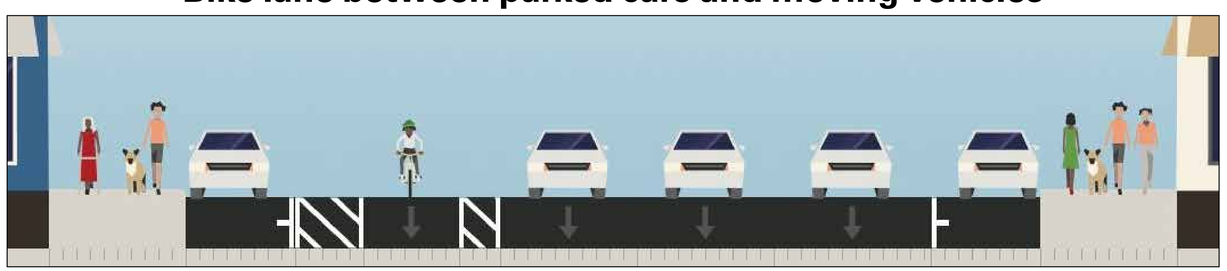
Mixing Zones

- 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

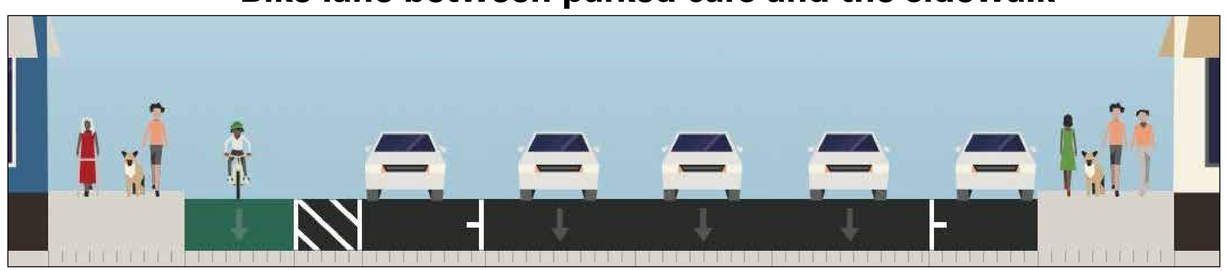
Two-Stage Turn Box

- 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



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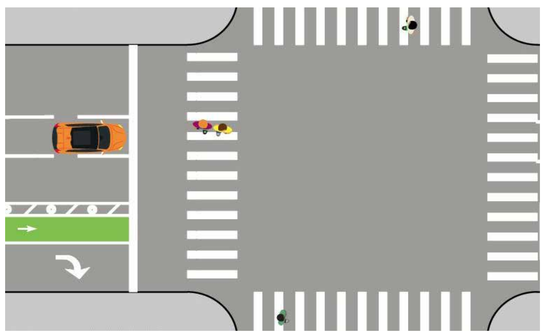
TRANSIT AND PEDESTRIAN IMPROVEMENTS

The Folsom-Howard Near-Term Project includes improvements to the 12-Folsom to make it safer, quicker, and more comfortable to travel on Folsom and Howard through SoMa. Advanced limit lines and daylighting provide additional space and visibility between vehicles and pedestrians.

Transit Boarding Islands

- Prevents merging conflicts between buses 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



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

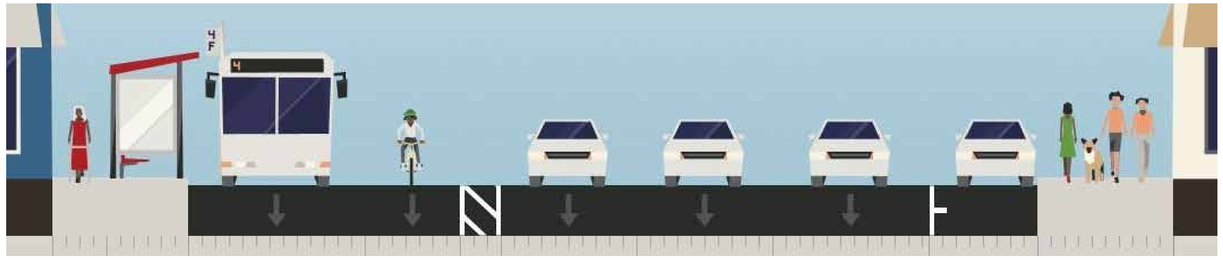
New Bus Shelters

- Provides protection from weather
- People waiting for the bus don’t block pedestrians on the sidewalk
- Elevates the visibility and role of transit
- Ability to provide real-time arrival information is increased with a shelter

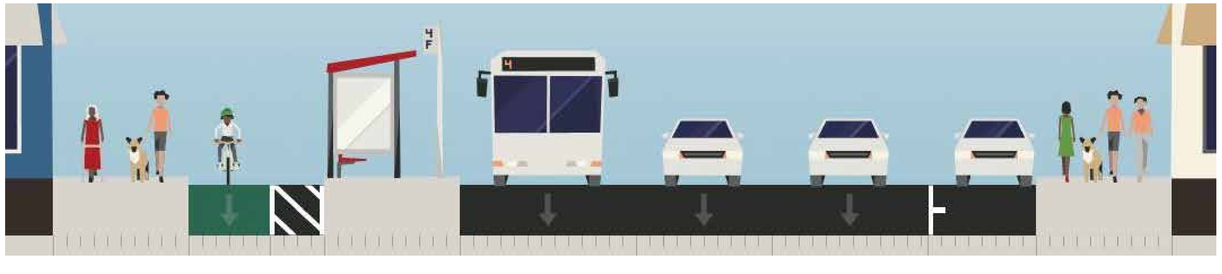
Intersection Daylighting

- Increases the visibility of pedestrians and cyclists at intersections
- Helps kids and people in wheelchairs be seen
- Parking is restricted near crosswalks and interections to increase visibility

Existing Typical Bus Stop Cross-Section



Proposed Near-Term Typical Bus Stop Cross-Section



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IMPLEMENTING THE NEAR-TERM PROJECT

The Near-Term Project prioritizes 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. There are big differences between Folsom and Howard which affect if the near-term designs can be implemented on each street. We hope to install the changes on Folsom this winter while working to solve the challenges on Howard.

Folsom Street

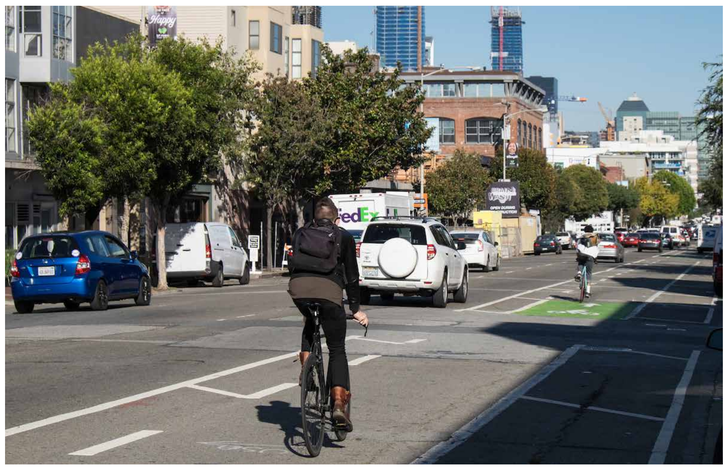
The design for Folsom Street is nearly complete. We are hopeful the Folsom improvements can be implemented this winter.

Implementation Challenges

- Final review by San Francisco Fire Department
- Construction before rainy season

After This Open House

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



Existing Folsom Street

Howard Street

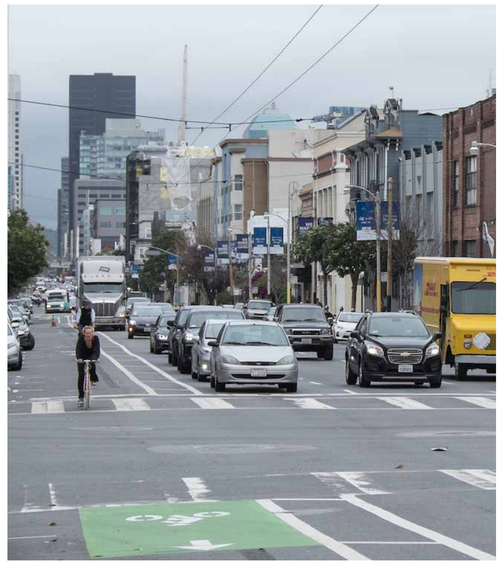
Howard Street is similar to Folsom Street but faces greater technical challenges. The primary difference is the presence of overhead wires servicing Muni buses.

Implementation Challenges

- San Francisco Fire Department is not supportive of parking protected bike lanes on streets with overhead wires
- A parking-protected bikeway means parked cars may create conflicts between emergency vehicles and overhead wires
- Moving overhead wires is very expensive, takes a long time, and may not comply with Muni bus operations

After This Open House

- SFMTA staff will continue to work with other city agencies to possibly find a quick and effective design for Howard
- Working out these technical challenges will take additional time
- Depending on the cost and complexity of the solutions to provide protected bike facilities on Howard Street, implementation may not occur prior to the streetscape project.



Existing overhead wires on Howard

Overhead wire maintenance

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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.

At the December 2016 open houses we asked attendees about community values and preferred amenities for the project.

At the April 2017 open houses we shared four alternatives based on community input from the first open house and asked people to rank the four alternatives.

COMMUNITY OUTREACH SUMMARY

1,300 questionnaire responses

Meetings with **20** community groups

300 people attended open houses

Knocked on **165** businesses' doors

80 meetings with local businesses

61 business loading surveys completed

11,000 open house notification postcards delivered

Distributed **400** open house notification posters

100s of hours of staff outreach

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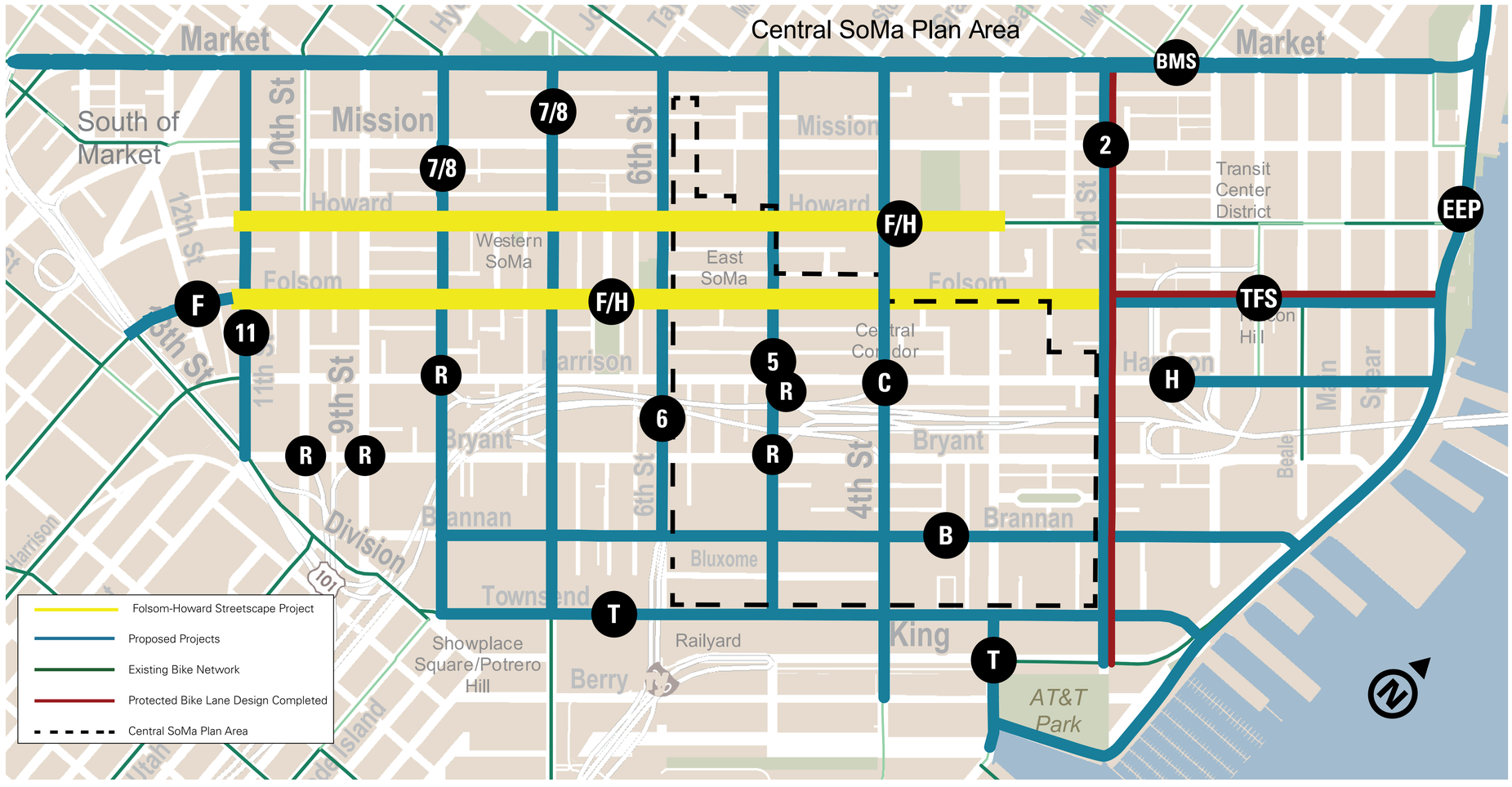
SOMA PROJECT COORDINATION

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. A list of project managers and their contact info is located at the sign-in desk.

SoMa Neighborhood Project Map



- 2 2nd Street Improvement Project
- 6 6th Street Improvement Project
- 5 5th Street Streetscape Project
- 7/8 7th/8th Streets Safety Project
- 11 11th Street Streetscape Project
- B Brannan Safety Project
- C Central Subway Project
- BMS Better Market Street Project
- EEP Embarcadero Enhancement Project
- F/H Folsom/Howard Streetscape Project
- H Harrison Street Project
- T Townsend Bicycle Strategy Project
- TFS Transbay Folsom Streetscape Project
- F Folsom 11th St. to 13th St. Southbound Bike Gap Closure
- R Vision Zero Ramp Intersection Study

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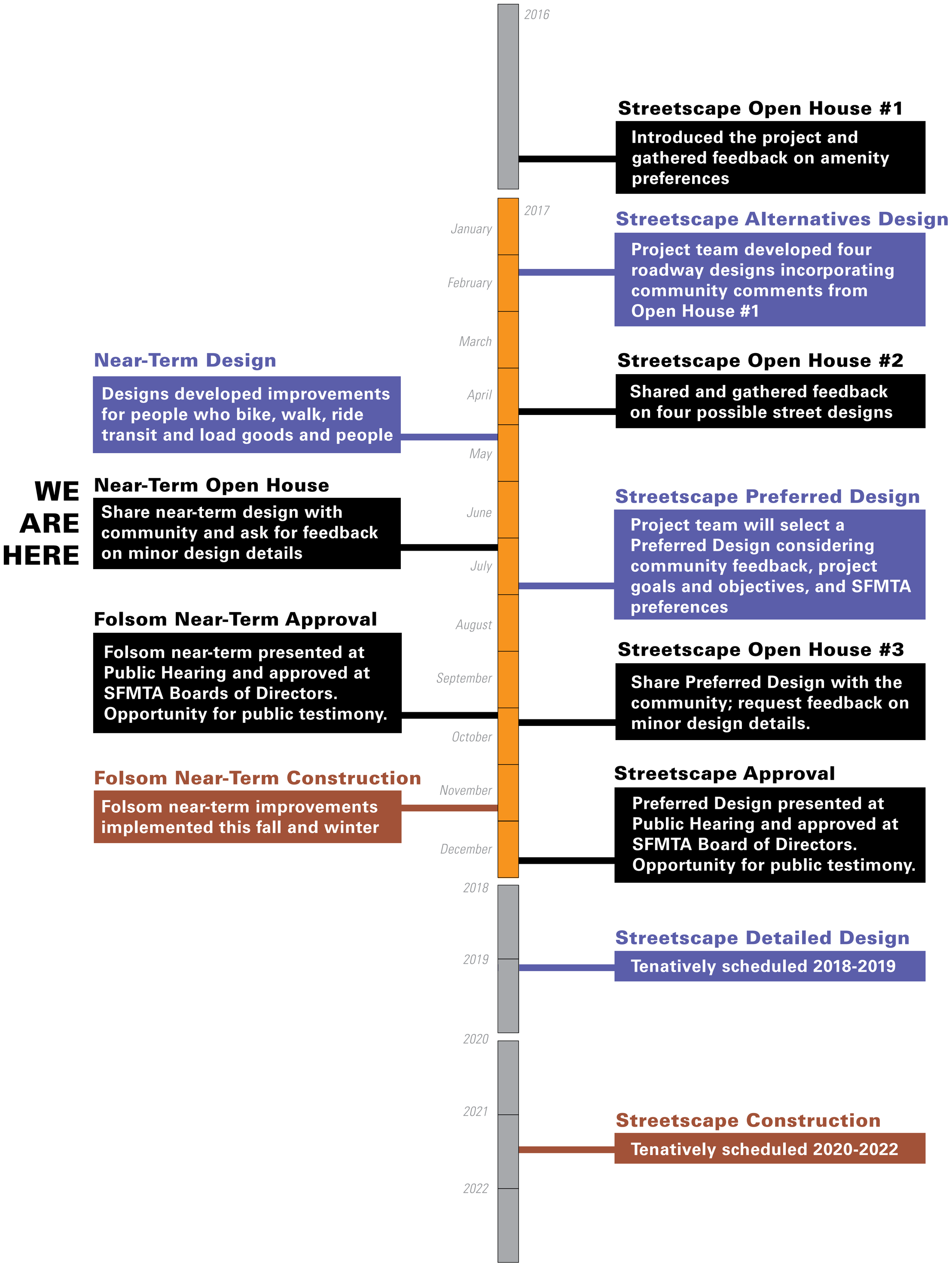
PROJECT TIMELINE

The Folsom Near-Term Project be will constructed this winter while the Streetscape Project will be constructed between 2020 and 2022.



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