ABOUT THIS OPEN HOUSE

Welcome, and thanks for joining us today!

Today we hope you will:

- **Learn more about the project**
- **Hear about existing traffic safety concerns and future transportation demands in SoMa**
- **Share your ideas related to safer street designs and transportation amenities**

Folsom St.

Folsom St.

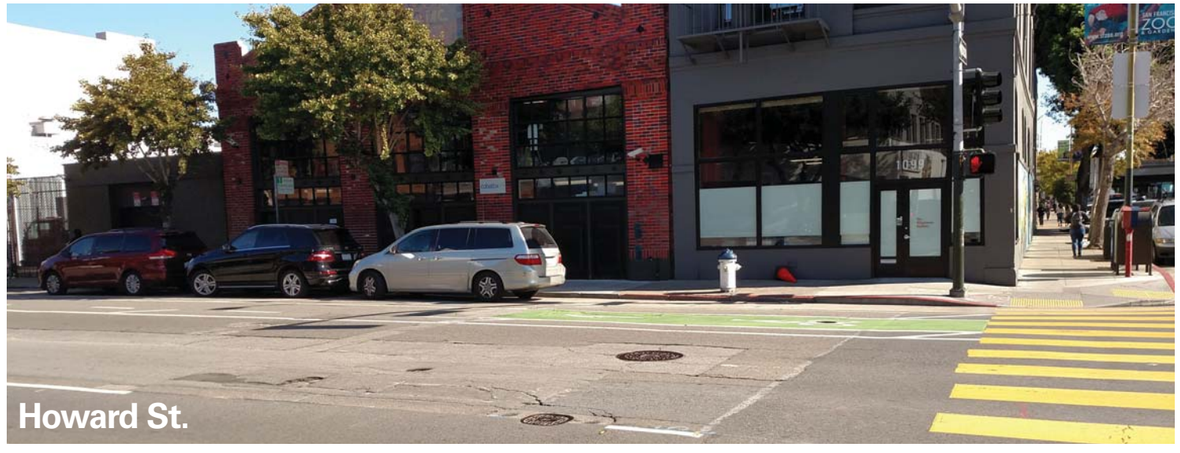
FOLSOM-HOWARD STREETSCAPE PROJECT OVERVIEW

The Folsom-Howard Streetscape Project will transform Folsom and Howard streets into safe and inviting places for the growing South of Market (SoMa) neighborhood.

Demand on SoMa's streets is increasing and will continue to rise. The city estimates a 212% increase in SoMa residents and a 140% increase in SoMa workers by the year 2040. We need to prepare thoughtfully for the coming growth that will place more demand on the neighborhood's transportation network.

This project will improve the Folsom-Howard street couplet. It will prioritize traffic safety, community livability and enhance the neighborhood's existing character. The initiative will also improve transit access and examine traffic circulation modifications.

Folsom St.


Howard St.

Project Goals:

- **Improve traffic safety for all people who use Folsom and Howard streets**
- **Plan for future demand on the transportation network**
- **Create safe and inviting streets for people walking and biking**
- **Improve transit service**

PRESSING SAFETY NEEDS

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 traffic collisions.

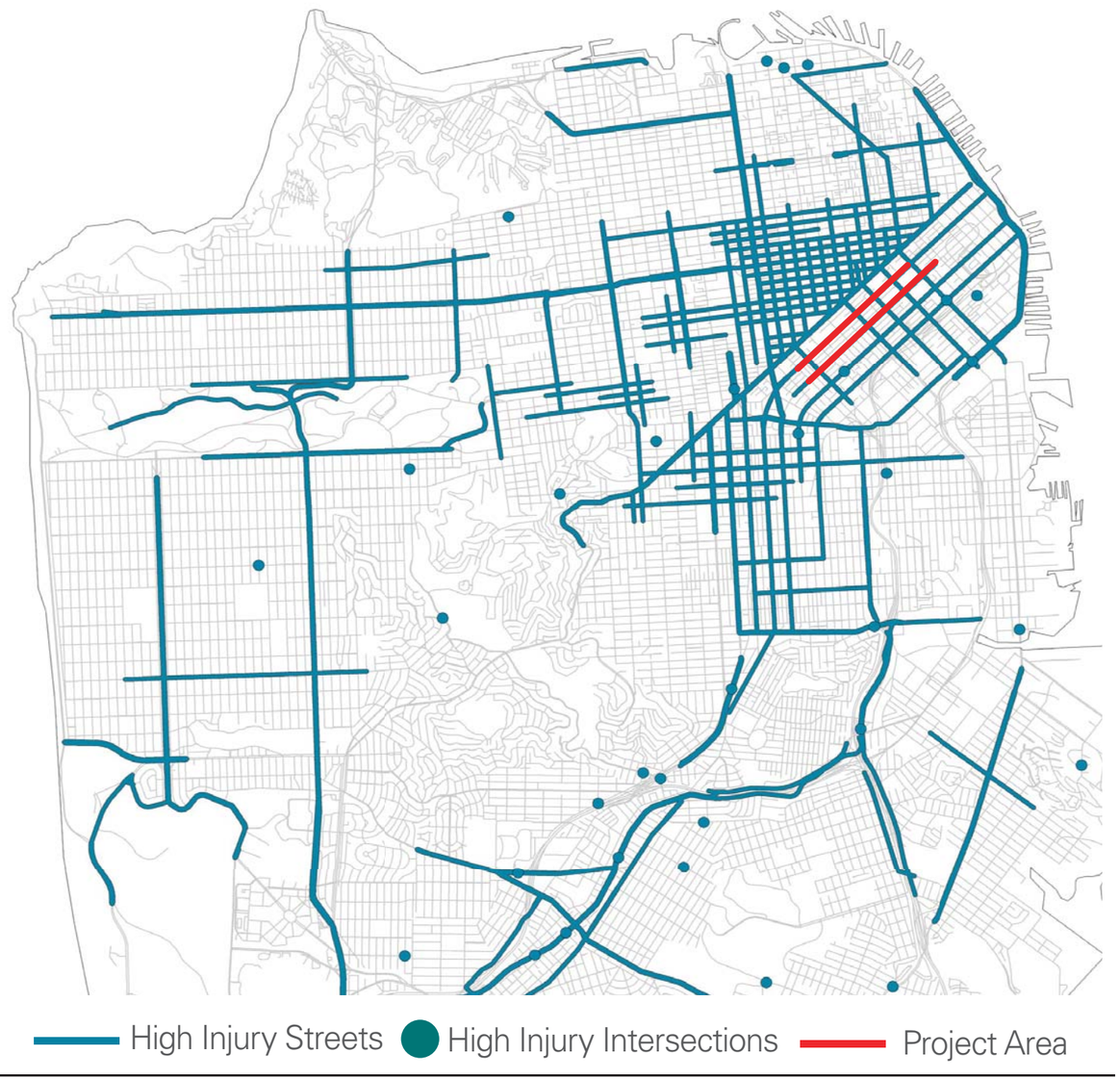
Between April 2011 and March 2016, 308 people were injured and 3 killed from **421** crashes on Folsom and Howard streets including:

- **1 Pedestrian fatality on Howard**
- **1 Bicyclist fatality on Folsom**
- **1 Bicyclist fatality on Howard (June 22, 2016)**
- **88 Pedestrian injuries**
- **72 Bicyclist injuries**

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

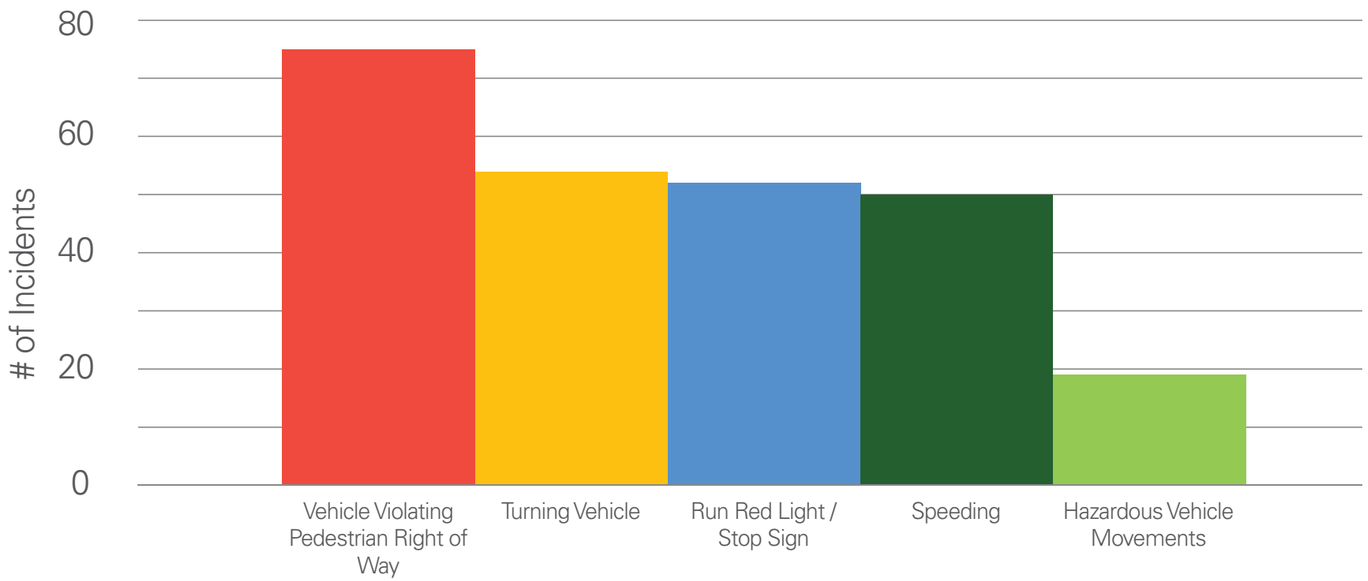
Our city's Vision Zero commitment is to end all traffic deaths by 2024.

Vision Zero High Injury Network Map



CRASH DATA

Primary Crash Factors on Folsom and Howard Streets

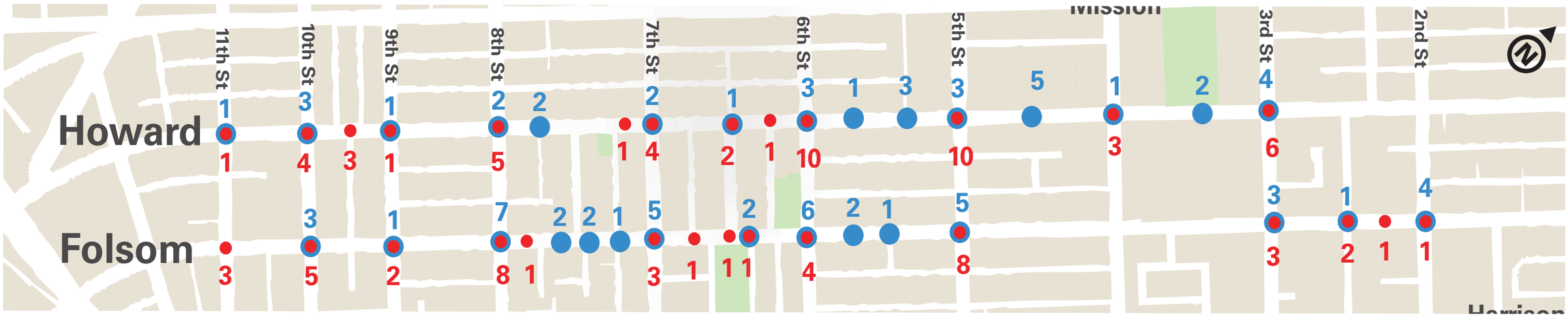


89% of bike and pedestrian collisions with motorists occur at intersections.

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).

Bike and Pedestrian Crash By Location



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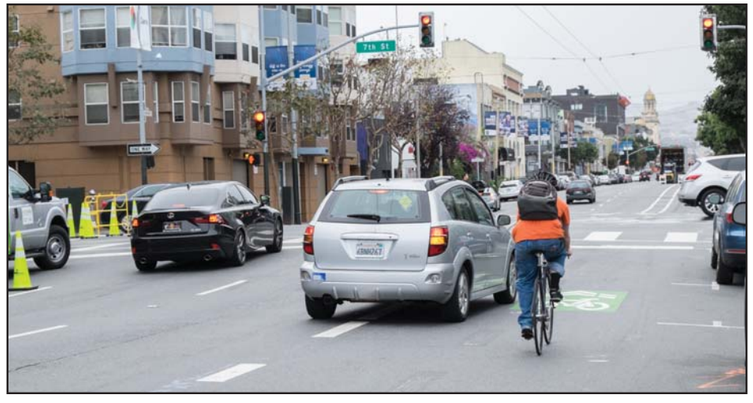
EXISTING CONDITIONS

OVERVIEW OF FOLSOM AND HOWARD

- A street couplet that connects cyclists, transit, pedestrians and motorists to the Mission, Bay Bridge and regional transit hubs
- Land uses and adjacent street needs vary throughout each block along the two corridors
- Transit, bicycles, and cars all operate without physical separation and sometimes in shared lanes
- Originally designed for a light industrial neighborhood, the streets have not been updated to the new people-friendly environment from changed land uses



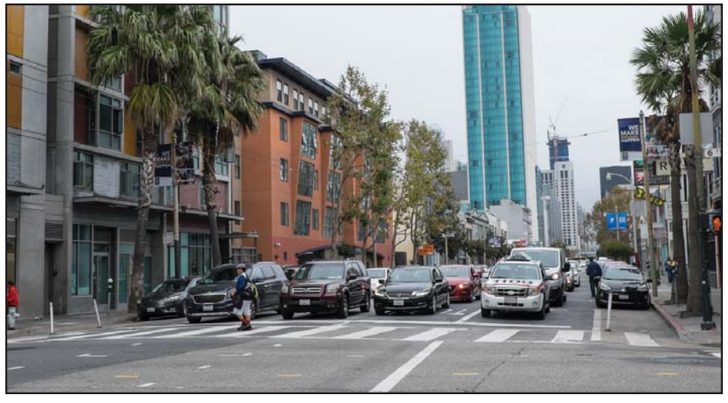
WHAT PEOPLE BIKING EXPERIENCE

- Over 1,000 people bike on Folsom and Howard Streets every day
- No physical separation between people biking and driving
- People driving are using the bike lanes illegally to bypass trafffic
- Delivery trucks and rideshare services are also using the bike lanes illegally to load and unload

WHAT PEOPLE WALKING EXPERIENCE

- Long crossing distances and narrow sidewalks
- Wide street widths encourage unsafe vehicle speeding and turning movements
- Long blocks with few traffic-controlled mid-block crossings make it difficult for people walking to cross the street

EXISTING CONDITIONS



TRAFFIC AND CIRCULATION

- One-way streets range from three to five lanes and have long distances between signals
- Travel delays often occur due to trucks and rideshare services loading and unloading, as well as construction on the corridor
- Heavy use by vehicles traveling to and from the Bay Bridge/I-80, with backups on Folsom routinely stretching to 5th Street
- Folsom and Howard are used by both regional and local traffic, with Moscone Center generating significant transportation demand

PARKING AND CURB SPACE ACCESS

- Loading zones are often inefficiently located or incorrectly sized, contributing to double parking in the bike lane and general travel lanes
- Peak-period parking restrictions on Folsom and Howard discourage long-term parking, encouraging turnover, and create more parking availability
- Alleyways and smaller local streets complement the local parking supply

TRANSIT

- Muni's 12-Folsom line runs along Folsom through the entire project corridor
- Buses are forced to weave between travel lanes and bus stops, contributing to transit and traffic delays
- Muni service is delayed by peak-period congestion along the corridor
- Howard is also used by buses returning to transit yards for maintenance

EARLY COMMUNITY FEEDBACK

Pedestrian Safety

"We need safe mid-block crossings on these long blocks"
"Wider sidewalks to create public space"
"Pedestrian safety is key in the SoMs Youth and Family Zone"
"Make intersections safer to cross with pedestrian scramble signal phasing and raised crosswalks"

Bike Infrastructure

"Physically protect the bike lanes from motor vehicles"
"Some residents won't ride because there's no physical separation"
"Make Folsom bikeway both directions to connect to the Mission District bike routes"
"The streets need more bike parking"

Transit Service

"As SoMa grows, we need more transit"
"SoMa needs to be connected to the city and the region"
"There must be safe access to transit"

Public Space

"Add landscaping and green space"
"We need Public Space, and it needs to be thoughtfully coordinated with the needs of the homeless community"
"Add more public seating"
"Create 'Front Porch' environment with public space"

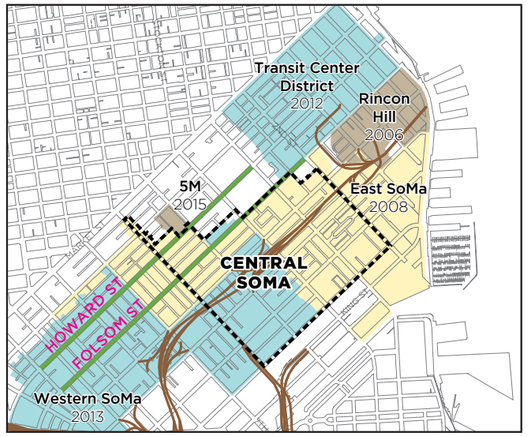
Parking and Loading

"Loading currently does not work. Make commercial and passenger loading work for today's SoMa"
"Provide better loading for businesses and for Uber and Lyft, to eliminate double parking that causes congestion and blocks bike lanes"
"Loss of parking will impact residents and employees"

Traffic Congestion

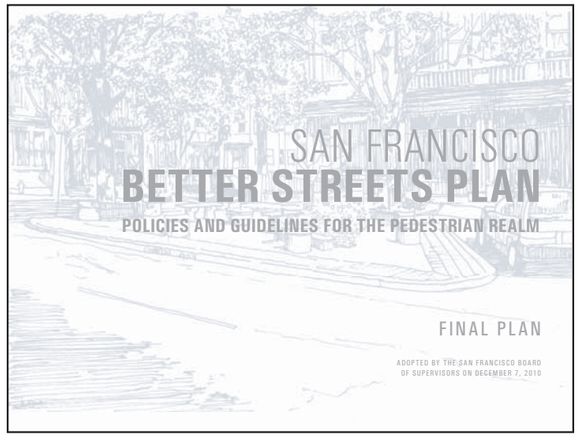
"Congestion is a fact of life. But it negatively impacts all street users and fronting properties. There is no hope of reducing congestion, but gridlock should be avoided. Congestion must be mitigated in other ways"
"Congestion scapegoating is inevitable, so choose the road diet and the resultant 30 second delay"

PLANNING CONTEXT



Area Plans along Folsom and Howard Streets in SoMa.

Eastern Neighborhoods Transportation Implementation Planning Study



The Better Streets Plan sets standards for city sidewalks.

3-D model by SOM of potential future development. Yellow: draft Central SoMa plan. Blue: other plans. Grey: existing

This image is intended to visualize the overall development capacity of the Central SoMa Plan. It is not meant to be a precise assessment of potential at the individual parcel level. It is certain that eventual development at these locations will look differently than rendered in this image.

San Francisco's Transit First policy, adopted by the Board of Supervisors in 1973, prioritizes walking, public transit, and cycling on the city's streets. In recent years, San Francisco has adopted additional plans and policies to improve streets throughout the city including Vision Zero, the Better Streets Plan, Green Connections, and the Bicycle Plan.

Additionally, the San Francisco General Plan includes Area Plans – goals and policies for specific neighborhoods – and Folsom and Howard streets traverse several of these: Eastern SoMa, Western SoMa, Rincon Hill, and the Transbay Center District. The draft Central SoMa Plan carries forward concepts from many of these planning processes and is studying possible environmental impacts of their implementation.

SoMa is expected to grow significantly in the coming decades, with development along Folsom and Howard Streets expected to add many new residents and workers. It's essential that our streets meet the needs of its users of today and of tomorrow.

PLANNING CONTEXT

Performance of She, Who Can See by Kularts. Photo by Wilfred Gallia.

Electroviolinist – CryWolffhl performing at SOMA Filipinas. Kularts. Photo Credit: Dawan

Photo by tobakhopper, "the crowd : folsom street fair, san francisco (2013)" September 29, 2013 via Flickr, Creative Commons Attribution

Eastern Neighborhoods Streets and Open Space Concept - San Francisco

Green Connections network. http://sf-planning.org/green-connections

SoMa is home to diverse and vibrant communities for whom Folsom and Howard streets are an important civic space.

The Eastern SoMa and Western SoMa Area Plans envision Folsom Street as a "Civic Boulevard", a spine connecting diverse communities to each other and to the rest of the city. The Civic Boulevard is the centerpiece of a network of "Green Connection" streets. These together form a framework of open space in an area which has relatively few parks.

The Planning Department's Green Connections program carries forward ideas from the Eastern SoMa and Western SoMa Area Plans. This program maps out a citywide network of streets that connect residents to open space and provide important ecological services like stormwater management.

HELP US IMPROVE FOLSOM AND HOWARD STREETS

The Central SoMa Plan considers the importance of several design options for Folsom and Howard streets, with an overall goal of improved pedestrian space and safer bikeways. The Folsom-Howard Streetscape Project team is in the process of refining these alternatives to a greater level of detail.

The next several boards explore tradeoffs and design considerations that will affect the project alternatives. Use post-its or your survey form to let us know your preferences so our designs reflect the community's vision for Folsom and Howard.

Howard at 9th streets

Howard at 6th streets

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IDEAS FOR BETTER FOLSOM AND HOWARD STREETS

Building on our project goals, the project team has identified the following project elements as high priority for inclusion in the final design, and is identifying how to include these facilities within the limited roadway.

Protected Bike Lanes

Physically separating people biking, walking, and driving increases comfort for all.

Sidewalk Widening and Furniture Zone

Sidewalk widening provides more space for pedestrians, furniture, and street activity. Amenities like bike racks, benches, and additional street trees enhance community vibrancy and livability.

Transit Only Lanes & Boarding Islands

Dedicated lanes and boarding islands help improve transit service and reliability.

Mid-Block Signalized Crossing & Other Crossing Treatments

Mid-block crossings reduce illegal and unsafe crossings at unmarked locations. Crossing treatments such as continental crosswalks also increase the visibility of people walking.

Sidewalk Bulb-outs

Long crossing distances are shortened and pedestrians are more visible before they enter the crosswalk. Bulbouts also slow down cars making fast turns.

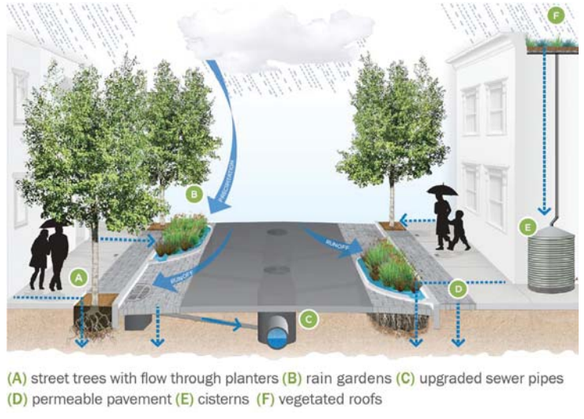
Curb Management & Parking Changes

With the amount of activity along Folsom and Howard, curb management – which matches curb zones to appropriate uses – helps ease bike lane encroachment and double parking concerns.

STREETSCAPE ELEMENTS

These features represent a wide array of potential improvements that might be incorporated into The Folsom-Howard Streetscape project. Future community meetings will provide an opportunity for the public to prioritize and comment on design proposals.

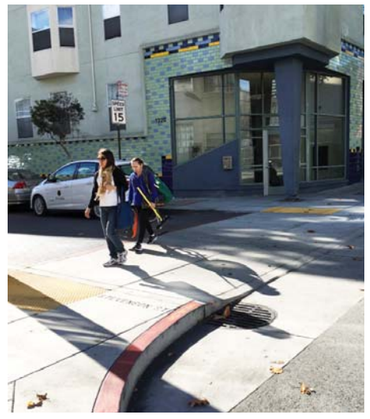
Widened Sidewalk + Stormwater Planters



(A) street trees with flow through planters (B) rain gardens (C) upgraded sewer pipes (D) permeable pavement (E) cisterns (F) vegetated roofs

Green Infrastructure

Bike Infrastructure Corral Racks



Raised Crosswalk

Roadway + Pedestrian Lighting

Special Paving

Public Art

Street Trees

PUBLIC SPACE IMPROVE-

Space for Parklets

Space for Cafe Seating

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SAN FRANCISCO STREET POLICIES

DISTINCTIVE, UNIFIED OVERALL DESIGN

- Integrated site furnishings [Section 6.5]
- Pedestrian-oriented lighting [6.3]
- Minimize site cluttering [6.5]

SPACE FOR PUBLIC LIFE

- Reclaim excess street space for public use [5.8]
- Safe public seating for neighborhood gathering [6.5]
- Merchant participation [6.5]

PEDESTRIAN SAFETY

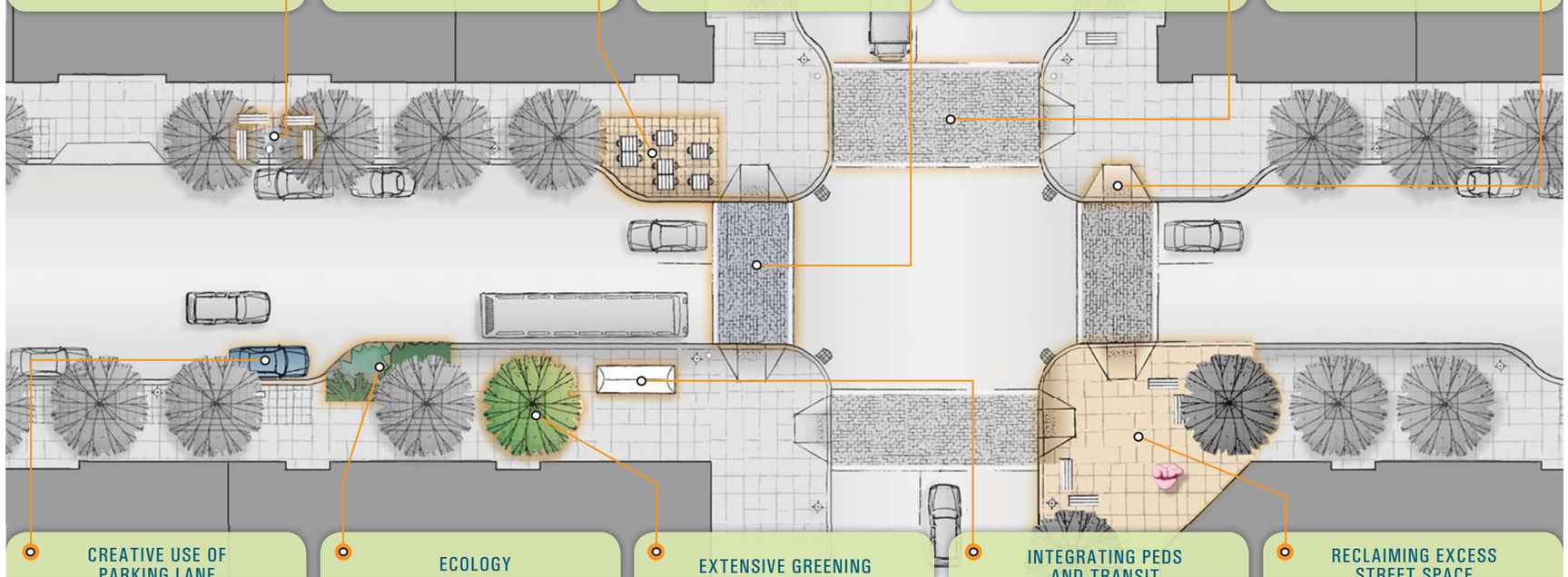
- Visible crossings [5.1]
- Slower turning speed [5.2]
- Shorter crossing distances [5.3]

PEDESTRIAN PRIORITY

- Shared public ways [5.8]
- Temporary or permanent street closures [5.8]
- Raised crossings [5.1]

UNIVERSAL DESIGN

- Generous, unobstructed sidewalks [4.2]
- Curb ramps for all users [5.1]
- Accessible pedestrian signals [5.1]



CREATIVE USE OF PARKING LANE

- Flexible use for cafe seating [5.6]
- Permanent mini-plazas [5.3]
- Landscaping in the parking lane [6.1]

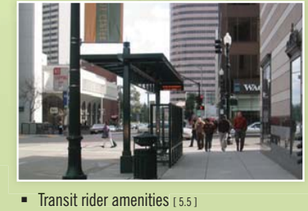
ECOLOGY

- Stormwater management [6.2]
- Permeable materials [6.2]
- Streets as habitats [6.1]

EXTENSIVE GREENING

- Healthy urban forest [6.1]
- Expanded sidewalk plantings [6.1]
- Utility consolidation [6.6]

INTEGRATING PEDS AND TRANSIT



- Transit rider amenities [5.5]
- Bus bulbouts and boarding islands [5.5]
- Safe, convenient routes to transit [5.5]

RECLAIMING EXCESS STREET SPACE

- Street parks and new plazas [5.8]
- Traffic circles [5.7]
- Landscaped medians [5.4]

Source: SF Better Streets Plan

TRANSIT FIRST POLICY

-SF CITY CHARTER SECTION 8A.115

"Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit."

COMPLETE STREETS POLICY

-PUBLIC WORKS CODE 2.4.13

"..a project involving the planning, construction, reconstruction, or repaving of a public right-of-way, such project shall include...transit, pedestrian, and bicycle improvements"

BETTER STREETS POLICY

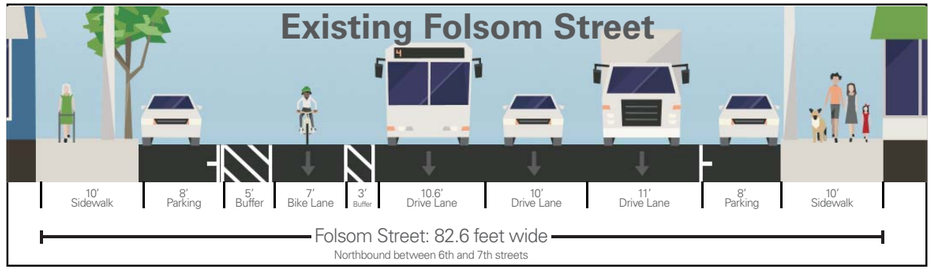
-SF ADMIN CODE SECTION 98

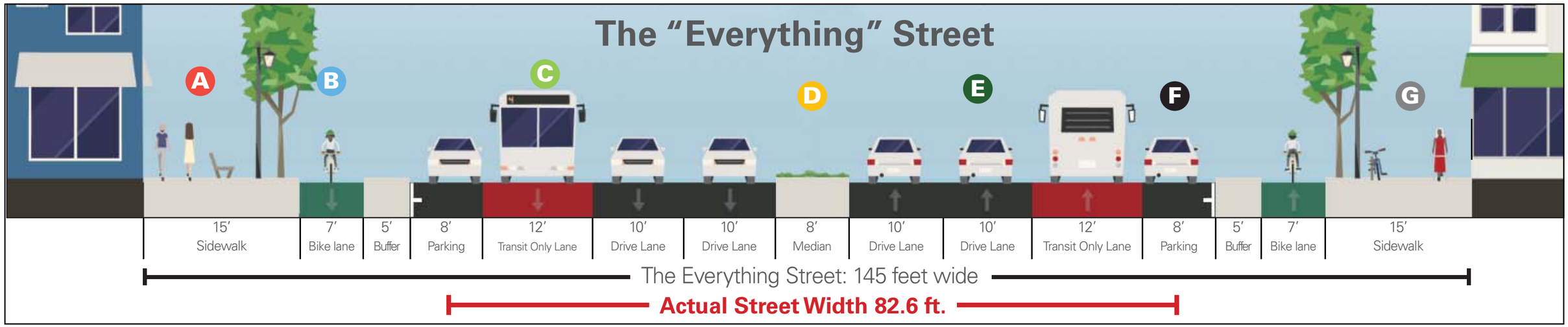
"..all City Departments shall coordinate their various determinations regarding the planning, design, and use of public rights-of-way..."

LOTS OF IDEAS BUT LIMITED SPACE

Between Folsom and Howard, we should be able to include some version of our priority street improvements. However, due to the limited available space on each street, we won't be able to include everything on both streets, nor will we be able to include the most robust version of every element – as shown below, it is impossible to include everything we'd want on a single street.

Use the post-it notes and your survey to share what elements are most or least important to you.





A Sidewalk

- **Public Space** – creates street life and community.
- **Wider Sidewalks** – more space to walk, for landscaping, seating, streetscape amenities.
- **Sidewalk Corner Bulbouts** – shorten distance to cross street.

D Medians

- **Median Islands** – provide safe waiting area for two-part crossings. Provide space for landscaping.
- **Raised Median Pedestrian "Thumbnails"** – creates extra barrier for people crossing at intersections.

B Bike Facilities

- **Protected Bike Lanes** – creates separated roadway for people who bike, and increases safety, visibility and comfort. Ideally 7 feet wide.

E Vehicle Travel Lanes

- All versions of designs for Folsom and Howard will need to maintain motor vehicle access.
- The total vehicle capacity will be analyzed as part of the SFMTAs technical analysis of project alternatives.

C Transit Facilities (Folsom Only)

- **Red Transit Lanes** – allow transit to move faster in dedicated lane and possibly include transit boarding islands.

F Curb Access and Parking

- **On-Street Parking** – provides convenient access to car storage.
- **Curbside Commercial and Passenger Loading** – allows access for passengers and goods.

G Streetscape Elements

See Streetscape Elements Board

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MORE THAN TWO WAYS TO MAKE A GREAT STREET

The Central SoMa Plan shows a one-way and a two-way alternative. However, the key attributes that make a great street come from a variety of other design choices.

The Many Forms of One-way and Two-way Streets

One-way

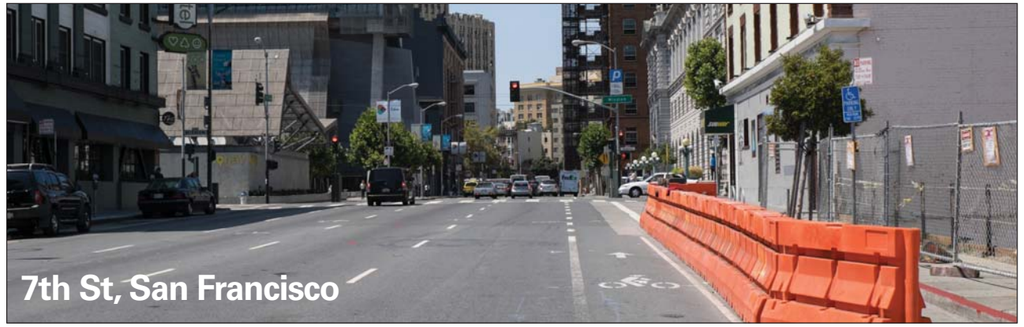
Two-way

More Livable


Hornby St, Vancouver


Westwood Blvd, Los Angeles

Less Livable


7th St, San Francisco


Brannan St, San Francisco

What elements do you think make a great street?

- Slower traffic
- Shorter crossing distances
- Wider sidewalks
- Landscaping and/or trees
- Separation between sidewalks and moving cars (such as landscaping or parked cars)
- Simpler intersections with fewer turning movements
- Streetscape elements such as seating and art

NEAR-TERM SAFETY IMPROVEMENTS

Parking Protected Bike Lanes

The Folsom and Howard bike lanes have evolved since implementation in 2010 to keep pace with best practices in bikeway design. With the proven success of parking-protected bikeways in San Francisco and nationally, the next iteration of the Folsom and Howard bike lanes is coming in 2017.

Parking protected bike lanes will be implemented on the current buffered segments.

Benefits of Parking-Protected Bike Lanes:

- More separation between pedestrians, moving traffic, and bicycles
- Increased sense of safety and comfort for people who bike
- Ability to better accomodate parking and loading needs
- Potential for transit boarding islands, which would eliminate buses weaving in and out of traffic to pick up and dropoff riders

Closing the Bike Route Gap

The gap between Howard and Folsom will be improved by end of 2017. A parking-protected bikeway will be installed on 11th Street, and improved bikeways will be added to Folsom Street between 13th and 11th streets.

This will create a safer and more comfortable ride for people biking on Howard outbound and Folsom inbound.

Near-Term Safety Improvements Project Map

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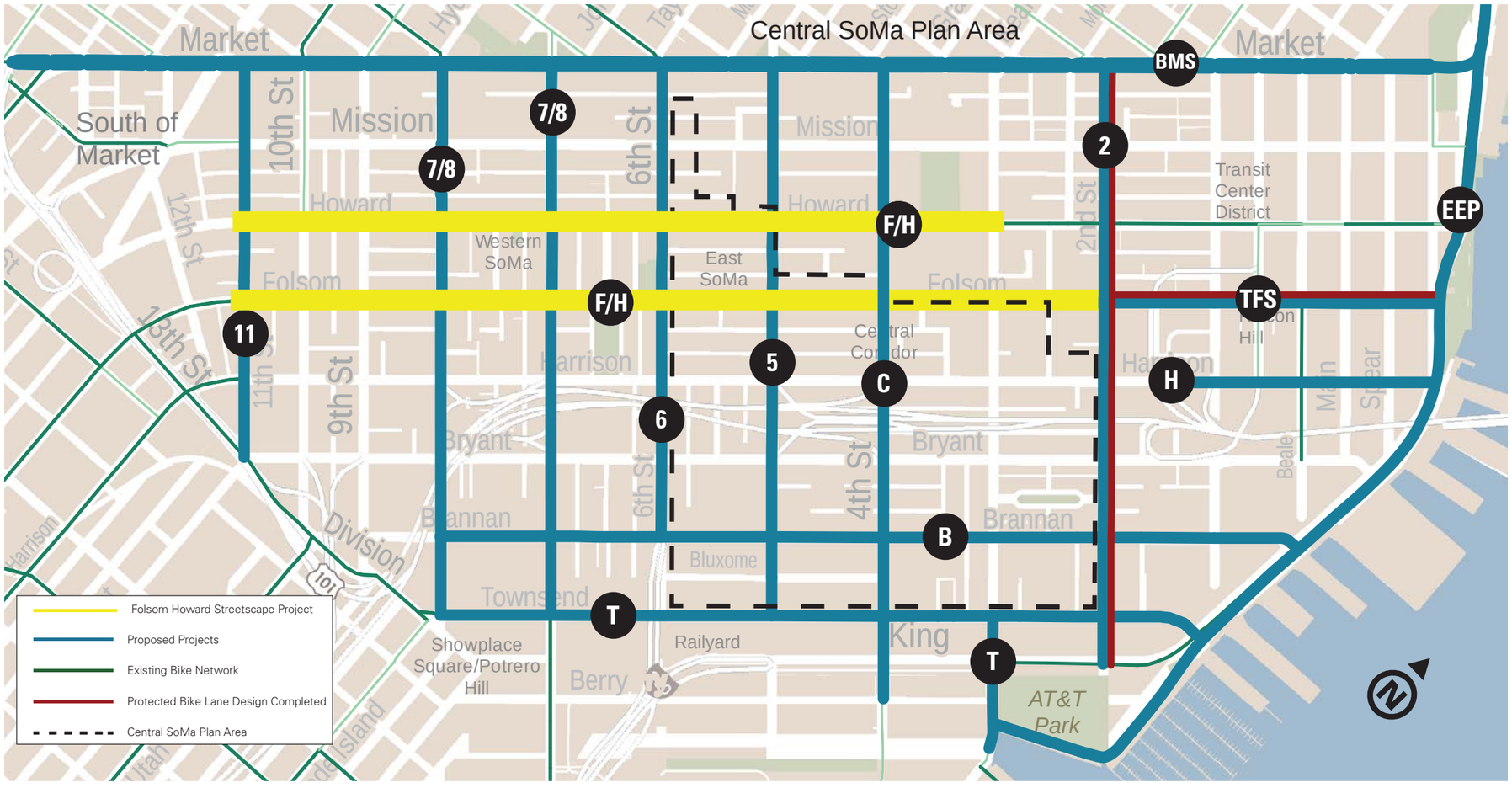
SOMA PROJECT COORDINATION

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

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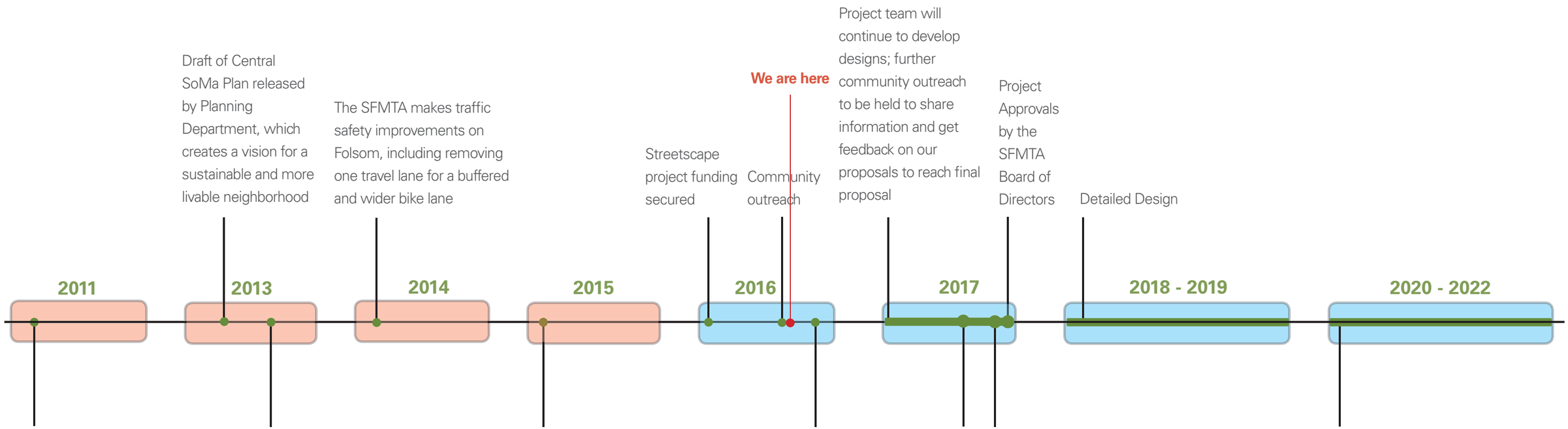
PROJECT TIMELINE

History of Planning on Folsom and Howard

Folsom-Howard Streetscape Project



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