ABOUT THIS OPEN HOUSE

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

The purpose of today's open house is to:

- Share what we heard from the first open house and how your comments helped shape the project alternatives
- Learn about the four project alternatives and how they were developed
- Provide your impressions and feedback on what you've seen today


Folsom St.


Folsom St.

FOLSOM-HOWARD STREETSCAPE 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. All San Franciscans deserve to be able to get around safely. Folsom and Howard are a part of the city's High Injury Network of streets and this project will improve safety on the corridor helping the city meet its Vision Zero goal of eliminating traffic fatalities.

Project Goals:

- Improve traffic safety for all people who use Folsom and Howard streets
- Prepare for future growth in the neighborhood
- Make biking and walking in SoMa a more comfortable experience
- Make changes to improve transit services

Folsom St.


Howard St.

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Open House
April 27, 2017 and April 29, 2017

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PROJECT HISTORY

San Francisco's Transit First policy was adopted by the Board of Supervisors in 1973 and prioritized walking, public transit, and cycling on the city's streets. In recent years, San Francisco has implemented additional efforts to make San Francisco streets more livable including Vision Zero, the Better Streets Plan, Green Connections, and the Bicycle Plan.

In 2011 Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) began to examine transportation infrastructure projects for the expected population growth in the eastern area of the city.

The Draft Central SoMa Plan is evaluating in greater detail land use and transportation improvement concepts from EN TRIPS. A draft environmental impact report was released in December 2016 and it is expected the plan will be adopted by the Board of Supervisors by the end of 2017.

The Folsom-Howard Streetscape Project will turn these plans into final designs, seek approval from the SFMTA Board of Directors, and constructing the project.

History of Planning on Folsom and Howard

2011 — City publishes Eastern Neighborhoods Transportation Implementation Planning Study Report, which recommended initial streetscape design plans for Folsom and Howard streets

2013 — Draft of Central SoMa Plan released by Planning Department, which creates a vision for a sustainable and more livable neighborhood

2013 — EIR begins for Central SoMa Plan, investigating the Plan's effects on the community

2014 — The SFMTA makes traffic safety improvements on Folsom, including removing one travel lane for a buffered and wider bike lane

2015 — The SFMTA makes traffic safety improvements on Howard, including adding a buffer to the existing bike lane

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

Electroviolinist – CryWolffs! performing at SOMA Pilipinas. Kularts. Photo Credit: Dawan

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

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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

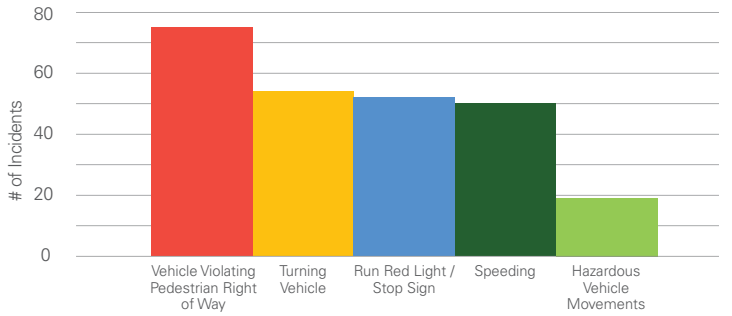
Every year, 30 people are killed and 200 more are seriously injured in San Francisco traffic crashes.

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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NEAR-TERM IMPROVEMENTS

Permanent streetscape changes to improve safety on Folsom and Howard streets will take years to implement. Meanwhile, hundreds of thousands of people will continue to use these two streets.

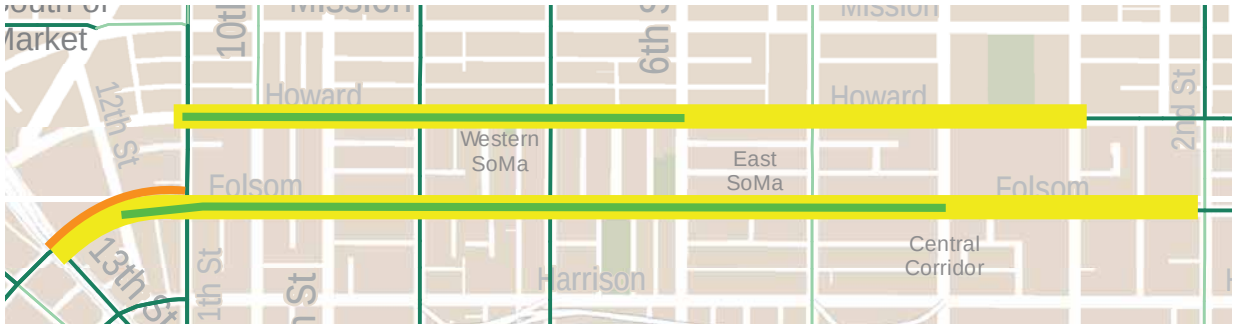
The Mayor has directed the SFMTA to improve safety on San Francisco streets as quickly as possible. That is why the we are developing ways to improve safety now, with improvements like parking-protected bikeways and improved loading on the two streets to reduce conflicts between users.

These near-term changes could be implemented in 2017, and the SFMTA will continue to reach out to neighbors, business and community groups about these inexpensive and proven techniques that improve safety.

Near-Term painted parking protected bikeways will be pursued on Folsom (12th-4th) and Howard (11th to 6th)

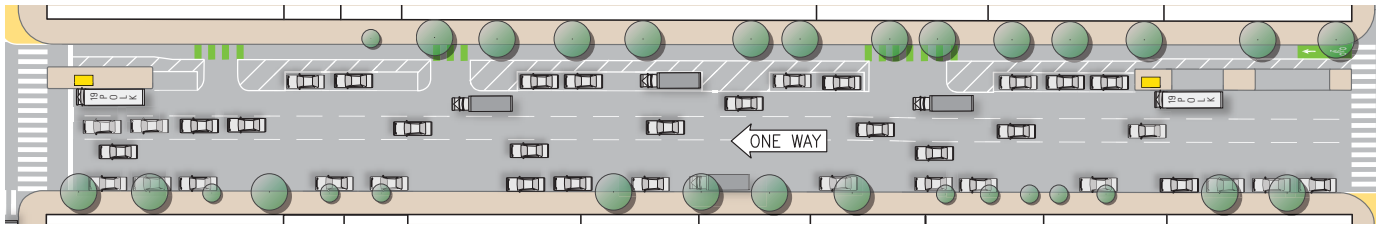
The full Folsom-Howard Streetscape Project will include landscaping and curb changes

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



"Floating" parking separates the bikeway from moving traffic, as shown on 7th Street.

Boarding islands like the one shown above will reduce conflicts between the 12-Folsom and bicycle riders on Folsom Street.



The SFMTA has just installed a painted parking protected bikeway on 7th & 8th streets – be sure to check it out! The design below (7th street) is very similar to what is being developed for Folsom and Howard for 2017.

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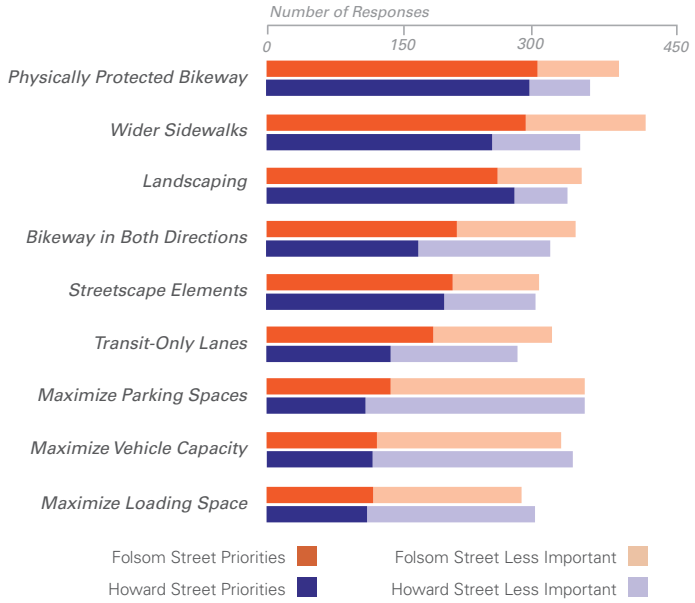
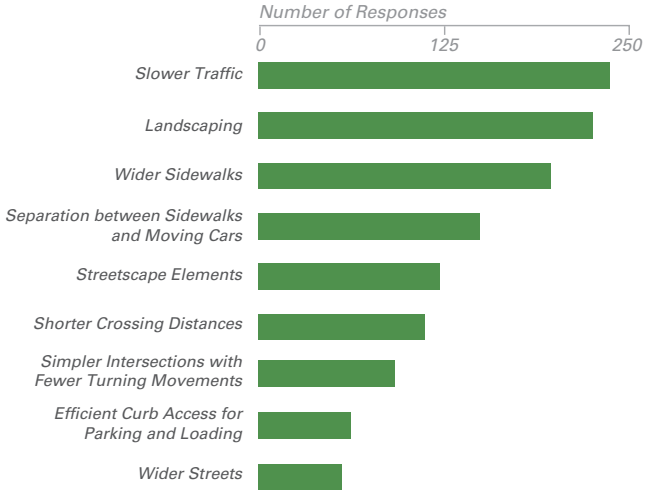
WHAT WE'VE HEARD

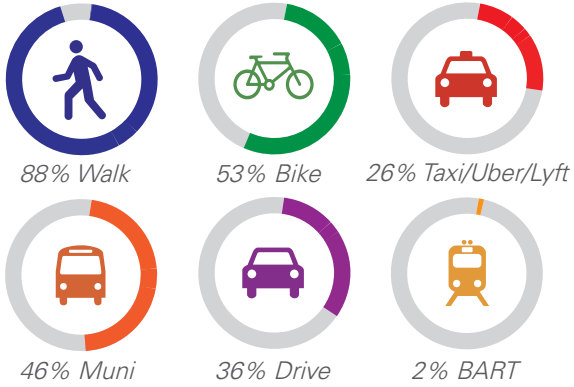
WHAT ARE YOUR TOP PRIORITIES FOR FOLSOM AND HOWARD?



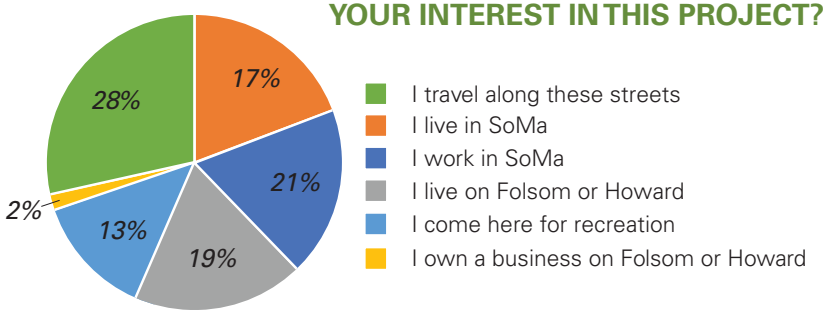
WHAT MAKES A STREET A GREAT PLACE?



HOW DO YOU TRAVEL TO/FROM FOLSOM AND HOWARD?



WHICH OF THESE BEST DESCRIBES YOUR INTEREST IN THIS PROJECT?



The open house held in December introduced the streetscape project, reviewed how the street currently works (or doesn't), and invited the community to share their preferences for how Folsom and Howard should be shaped through this project. The information you provided at the open houses and in the following months is reflected in the design alternatives.

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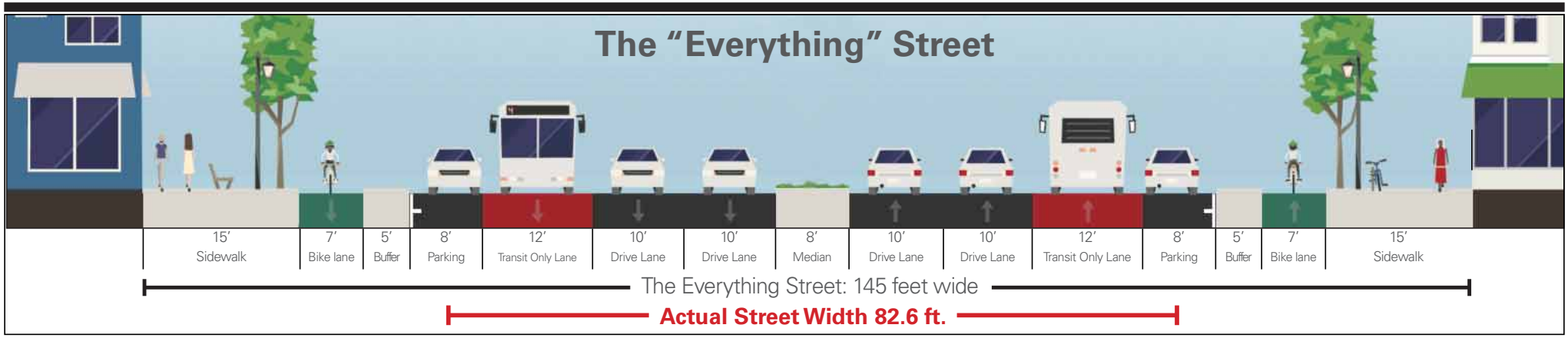
WE CAN'T FIT EVERYTHING - HELP US PICK



There is a limited amount of space for all users of Folsom and Howard streets. The new designs will try to balance everyone's needs.

The next few boards show four possibilities for Folsom and Howard which have incorporated the community's feedback about transportation and amenities.

Please use post-its or complete a questionnaire to let us know your thoughts. We'll use public input to shape a final staff alternative.

We will not be "selecting" one of these alternatives in its entirety, but rather we will use your feedback along with further technical analysis and results from ongoing outreach to businesses, schools, and other stakeholders, to combine the most successful elements into a final design recommendation.

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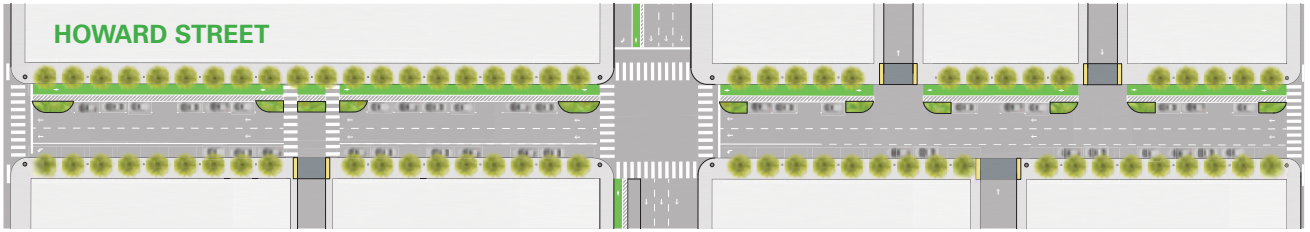
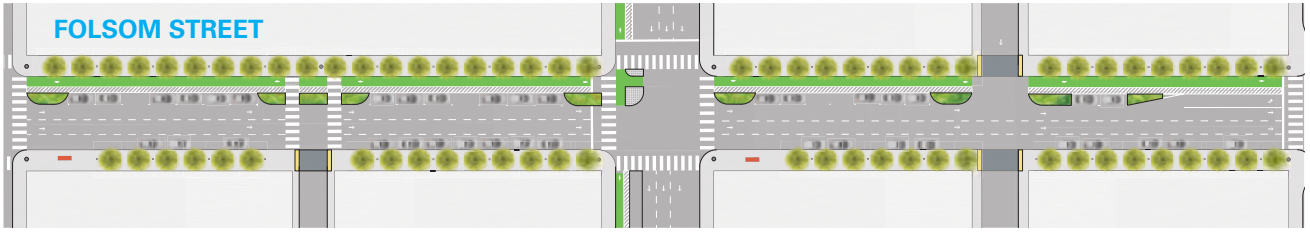
WIDE SIDEWALKS ALTERNATIVE

This alternative prioritizes widening the sidewalks as much as possible, with all sidewalks along both Folsom and Howard at 15 feet wide. This affords the most space for greening and public space. The alternative would provide one-way bike lanes on both streets, which, similar to all other alternatives, would be separated from moving traffic by parking. Vehicular traffic would be one-way with two lanes on each street and parking on both sides during the off-peak. However, on Folsom one side of parking would be a tow-away lane for transit during rush hour. On Howard, one side of parking would be a tow-away lane for vehicle travel during rush hour.

USE	SCORE	DETAILS
Pedestrians	60′	Total width of sidewalk is 60 feet
Bicycle	16′	Protected one-way bike lane on both streets. Total width of bike lanes is 16 feet
Vehicles	–	Two travel lanes on both streets in off-peak (three during peak on Howard)
Transit	+15%	Peak period-only bus lane on Folsom; otherwise bus is in mixed flow. Transit travel speed would increase by 15% during peak
Parking	–25%	Parking at all times on one side of each street; plus other side during off-peak on both streets. Reduce parking by 25%
Loading	+/–	Loading would either be relocated or added for existing uses
Greening and Public Space	+++	Wider sidewalks would increase space for landscaping
Intersection	+	Reduced pedestrian crossing distance plus bike and pedestrian head-start phases added
Peak Hour Tow-Away Lane	Yes	This lane provides an additional travel lane on Howard and a bus lane on Folsom during peak hours





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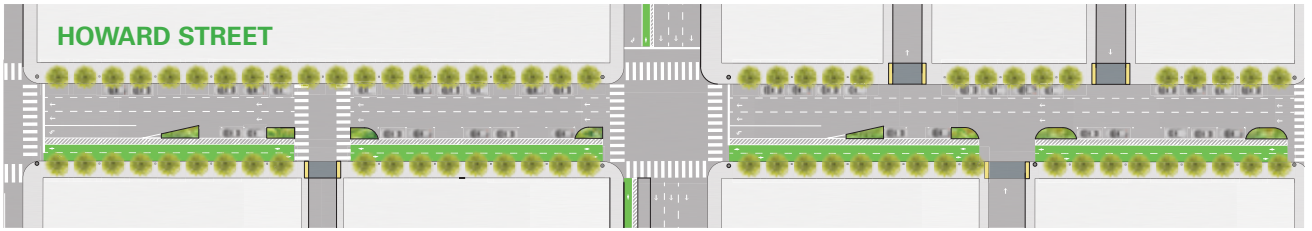
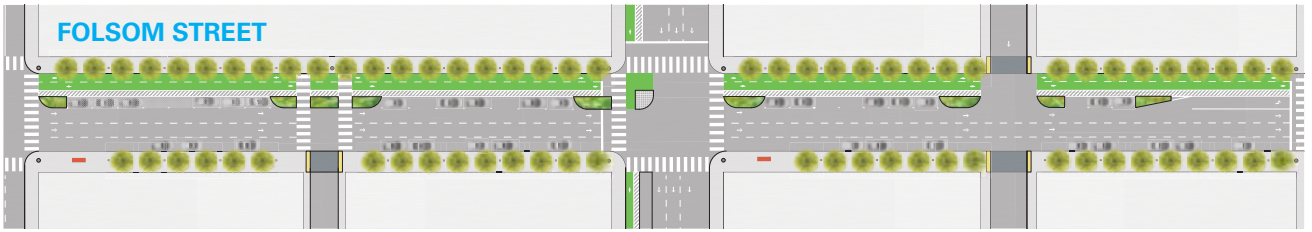
BICYCLE CONNECTIVITY ALTERNATIVE

This is the only alternative that would provide two-way bike lanes on both streets, which, similar to all other alternatives, would be parking protected. Only 3 of the sidewalks would be widened in this alternative. As in the Wide Sidewalks Alternative, vehicular traffic would be one-way with two lanes on each street and parking on both sides during the off-peak. However, on Folsom one side of parking would be a tow-away lane for transit during rush hour. On Howard, one side of parking would be a tow-away lane for vehicle travel during rush hour.

USE	SCORE	DETAILS
Pedestrians	54′	Total width of sidewalk is 54 feet
Bicycle	24′	Two-way protected bike lanes on both streets. Total width of bike lanes is 24 feet
Vehicles	–	Two travel lanes on both streets in off-peak (three during peak on Howard)
Transit	+15%	Peak period-only bus lane on Folsom; otherwise bus is in mixed flow. Transit travel speed would increase by 15%
Parking	–25%	Parking at all times on one side of each street; plus other side during off-peak on both streets. Reduce parking by 25%
Loading	+/–	Loading spaces for local businesses would either be relocated or added
Greening and Public Space	++	Increased space for greening and public space
Intersection	++	Pedestrian crossing distances would be reduced with head start phases and dedicated phases for walking and biking at some intersections.
Peak Hour Tow-Away Lane	Yes	This lane provides an additional travel lane on Howard and a bus lane on Folsom during peak hours





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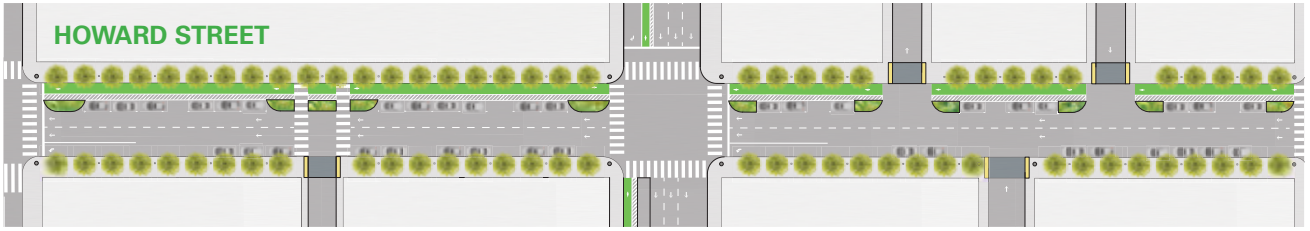
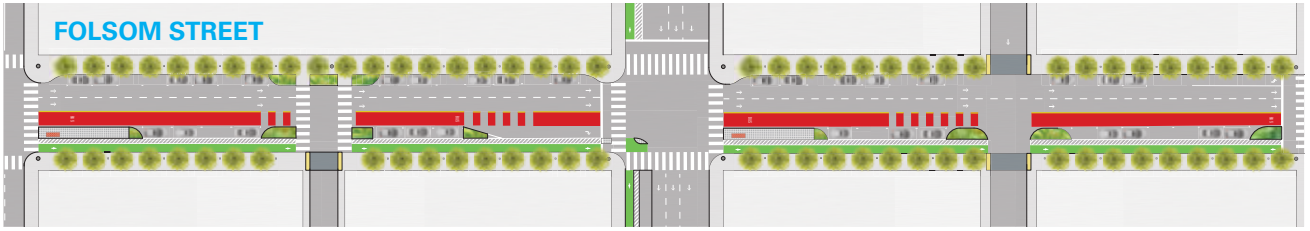
TRANSIT-FOCUSED ALTERNATIVE

This alternative would provide an all-day red transit-only lane on Folsom. One-way protected bike lanes would be provided on both streets. Vehicular traffic would be one-way with two lanes on each street during the off-peak. Parking would be maintained on both sides of Folsom at all times and sidewalks could be widened by 2-3 feet. One side of parking on Howard would be a peak-period tow-away vehicle travel lane while sidewalks could be widened to 15 feet.

USE	SCORE	DETAILS
Pedestrians	58'	Total sidewalk width is 58 feet
Bicycle	14'	One way protected bike lane on each street. Total width of bike lanes is 14 feet
Vehicles	–	Streets remain one-way, each with two general traffic lanes (Howard would have three during peak periods)
Transit	+30%	Buses on Folsom operate in a dedicated bus-only lane at all times. Transit travel speed would increase by 30%
Parking	–30%	Folsom would have parking on both sides. Howard would have one parking lane plus a peak-period tow-away lane. Parking reduced by 30%
Loading	+	Loading spaces for local businesses would either be relocated or added, with loadin at all times on Folsom
Greening and Public Space	++	Increased space for greening and public space
Intersection	+	Pedestrian crossing distances would be reduced; ped and bike head start phases would be included
Peak Hour Tow-Away Lane	Yes	A peak hour tow-away lane on Howard only would provide an additional lane of vehicle travel





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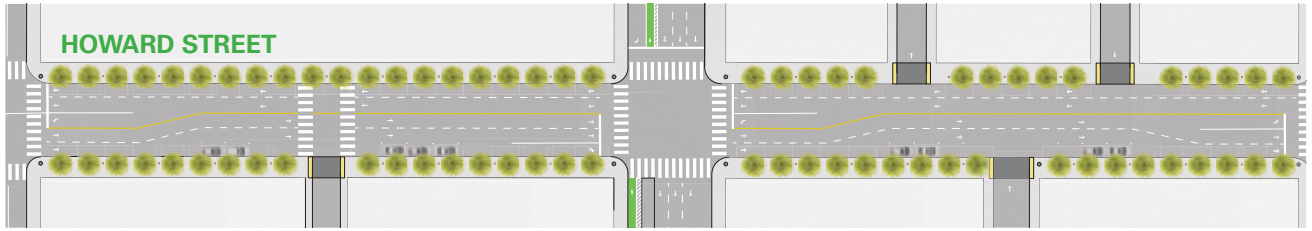
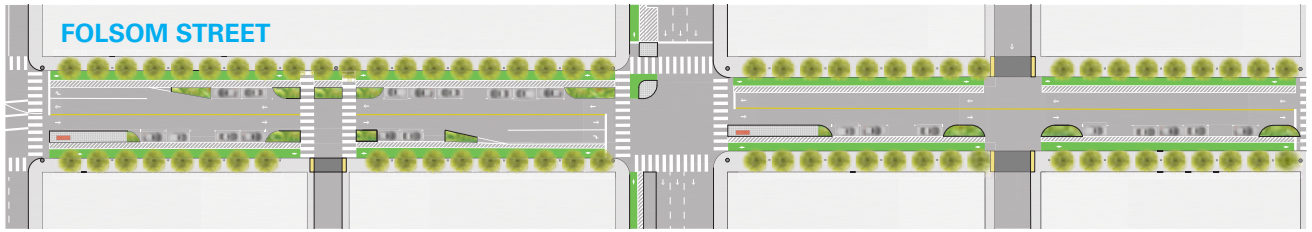
TWO-WAY TRAFFIC ALTERNATIVE

This alternative would provide two-way traffic on both streets. A bike lane in each direction, parking on both sides, and one vehicle travel lane in each direction would be provided on Folsom. Transit would operate in one mixed-flow vehicle travel lane and sidewalks on Folsom would remain 10 feet if parking is provided on both sides. Howard would consist of two vehicle travel lanes in each direction, parking on one side of the street, and sidewalks widened to 15 feet.

USE	SCORE	DETAILS
Pedestrians	50' to 60'	Total sidewalk with is between 50 and 60 feet depending on amount of parking reduction
Bicycle	14'	Protected bike lane in each direction on Folsom; no Howard bike lanes. Total width of bike lanes is 14'
Vehicles	– –	Both streets converted for two-way traffic. No left turns from Folsom
Transit	–65%	Transit would operate in one mixed used lane at all times. Transit travel speed would decrease by 65%
Parking	-30% to -45%	No parking on one side of Howard. Folsom parking reduced between 30% and 45%if a side of parking is removed
Loading	–	Loading would be concentrated to one side of Howard and both sides of Folsom
Greening and Public Space	++	Increased space for greening and public space
Intersection	–	While ped crossing distances would reduce, new turning movements would introduce new conflicts between drivers, pedestrians, and cyclists
Peak Hour Tow-Away Lane	No	Parking would be permitted on both sides of Folsom at all times





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ALTERNATIVES SUMMARY

The alternatives shared today prioritize people. All of them include parking protected bike lanes, widened sidewalks and opportunities for greening or public space, though they vary in how much space is allocated to each. Most options improve transit operations. All options will see a decrease in parking. The table below provides a summary of how each alternative will affect different users; more detail is provided on the individual boards for each alternative.

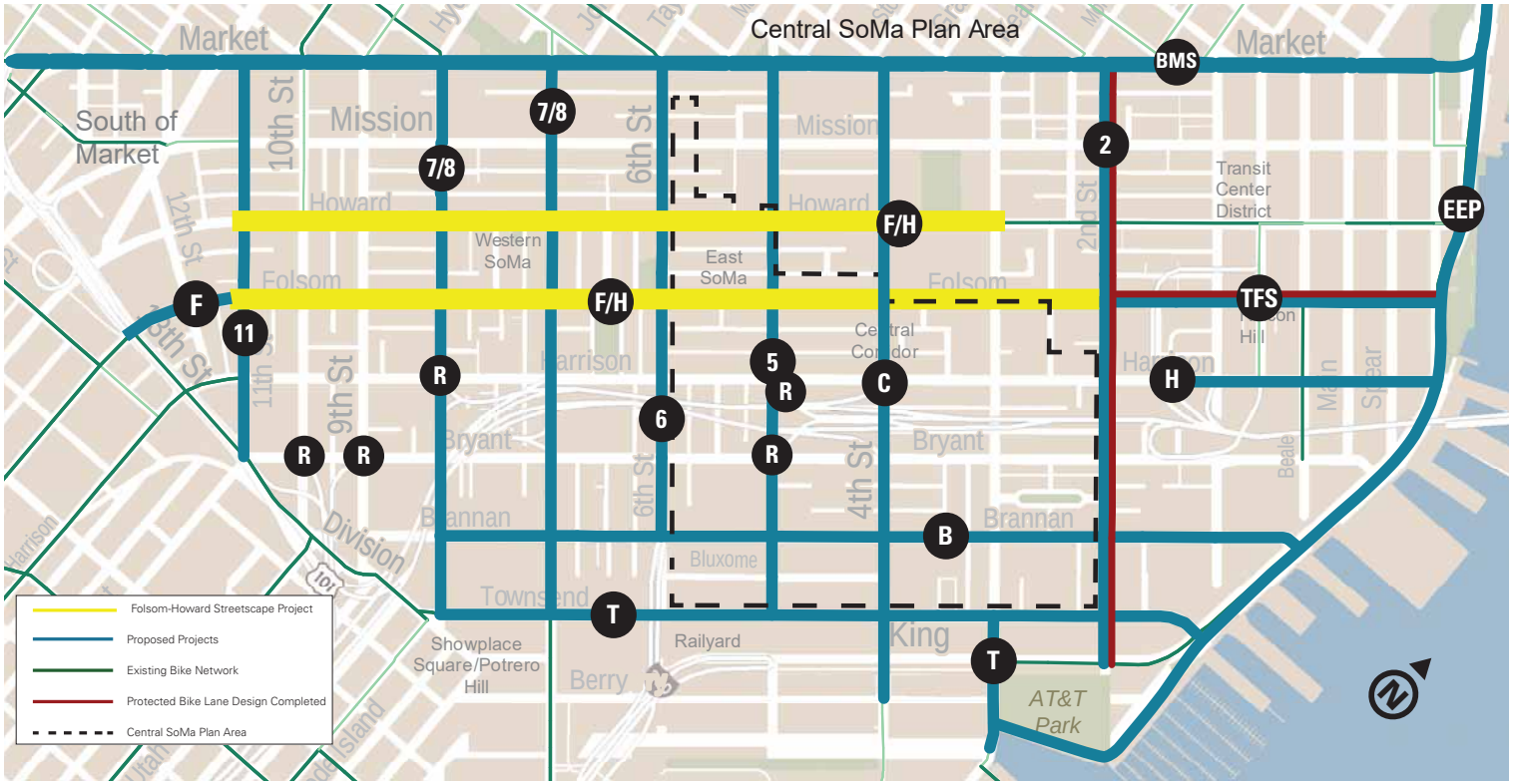
USE	WIDE SIDEWALKS	BICYCLE CONNECTIVITY	TRANSIT-FOCUSED	TWO-WAY TRAFFIC	RELATION TO DECEMBER OPEN HOUSE FEEDBACK
Pedestrians	60′	54′	58′	50′ to 60′	Wider sidewalks were cited as a priority for Howard and Folsom and an element that makes a street a great place. All alternatives widen sidewalks on at least one side of the street on Folsom and Howard with the Wide Sidewalks and Two-Way Traffic (possibly) alternatives providing the most space for pedestrians.
Bicycle	16′	24′	14′	14′	Physically separated bikeways were the top priority for people who responded in December and every alternative includes them. Bikeways in both directions were also a priority and is included in the Bicycle Connectivity Alternative.
Vehicles	–	–	–	– –	Maximizing vehicle capacity or the number of travel lanes was viewed as less important for the two streets. With community priorities focused on wider sidewalks, physically separated bike lanes, and landscaping, vehicle travel lane reductions are included for each alternative.
Transit	+15%	+15%	+30%	–65%	Transit-only lanes were viewed as more important on Folsom than on Howard. The Wide Sidewalks and Bicycle Connectivity alternatives have a peak-period transit lane like the Transit-Focused Alternative has a 24-hour red transit lane.
Parking	–25%	–25%	–30%	-35% to -45%	Maximizing the number of parking spaces was viewed as less important on Folsom and Howard. Parking removal is proposed for every alternative to provide increased space for sidewalks, bikeways, transit improvements, and landscaping. The Two-Way Traffic Alternative would potentially remove parking on one side of both streets.
Loading	+/–	+/–	+	–	People who responded to the questionnaire indicated that maximizing space for curbside loading activities was less important on Folsom and Howard. Many of the existing yellow, white, green, and blue zones are not consistent with the adjacent land use. This project will reassess curbside loading and reassign loading zones where they are needed. The Two-Way Traffic Alternative would potentially remove loading on one side of both streets.
Greening and Public Space	+++	++	++	++	Landscaping and streetscape elements were cited as priorities for Folsom and Howard and elements that make a street a great place by the public in December. All project alternatives increase the space for these improvements and will be developed and finalized with the public's input by Public Works.
Intersection	+	++	+	–	Slower traffic, wider sidewalks, shorter crossing distances, and simpler intersections with fewer turning movements were all indicated as elements that make a street a great place. All alternatives would provide shorter pedestrian crossing distances at intersections, wider sidewalks, and bike or pedestrian head starts. The Two-Way Traffic Alternative would introduce new turning movements which would increase the number of potential conflict points between vehicles and people who walk and bike.
Peak Hour Tow-Away Lane	Yes	Yes	Yes	No	A peak hour tow-away lane would provide additional capacity for vehicles on Howard and transit on Folsom. Since the Transit-Focused Alternative would include a 24-hour red transit lane on Folsom, no tow-away lane would be required. Tow-away lanes on Folsom or Howard are not proposed for the Two-Way Traffic Alternative.

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



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

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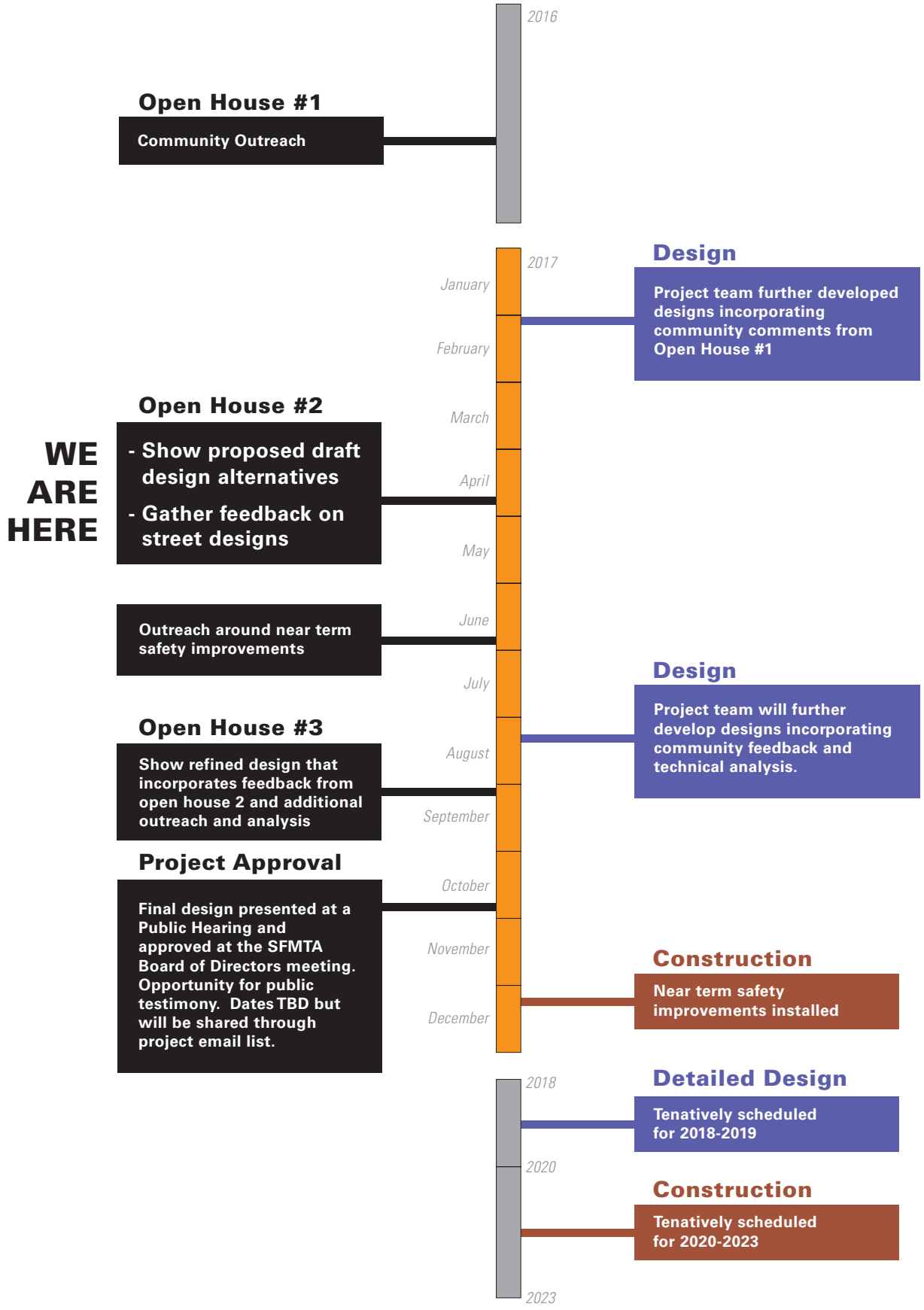
PROJECT TIMELINE



STREETSCAPE ELEMENTS

Green Infrastructure:
Stormwater Planters

Permeable Paving

Bike Infrastructure:
Corral Racks / BikeShare / Bike Racks

Street Trees

Midblock Crosswalks

Corner Bulb outs to provide pedestrian refugee

Raised Crosswalk at Alleys

STREETSCAPE ELEMENTS


Cultural Identity


Urban Design and Art


Roadway + Pedestrian Lighting

Greening

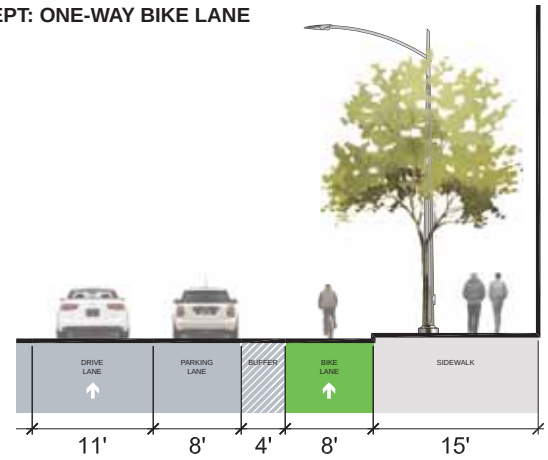
Alley Improvements

Parklets


Site Furnishings:
Benches / Café Seating

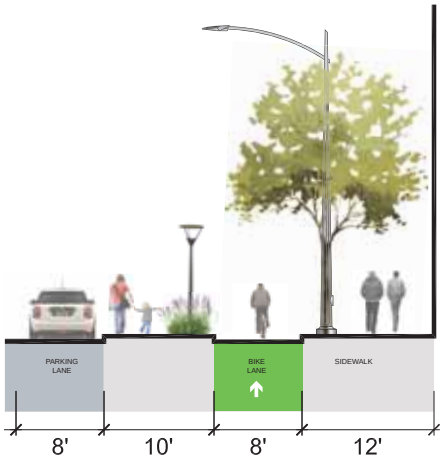
PARKWAY CONCEPT

PARKWAY CONCEPT: ONE-WAY BIKE LANE



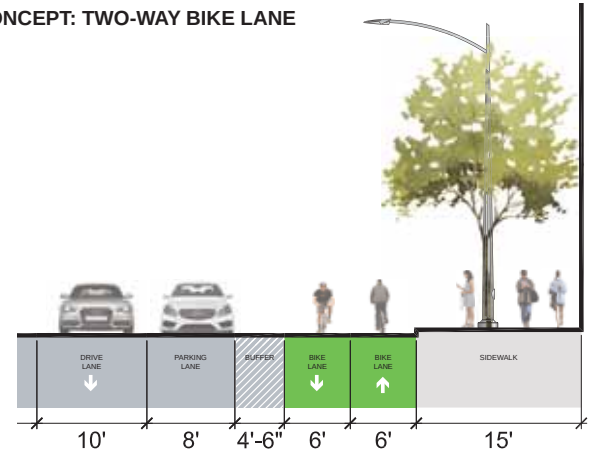
PROPOSED: 15'-WIDE SIDEWALK WITH STREET LEVEL 1-WAY BIKE LANE

Note: Existing trees and lights to remain will be located within the widened sidewalk a minimum of 8' (Folsom Street) and a maximum of 10' (Howard Street) from the face of building.



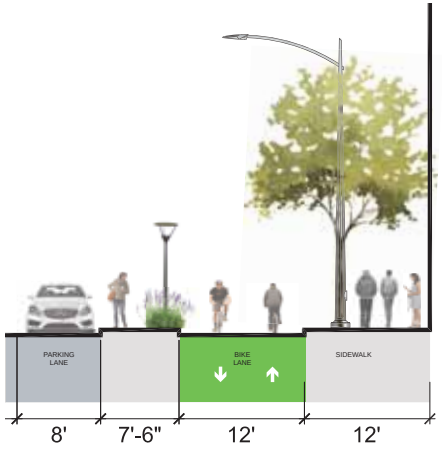
PROPOSED ALTERNATE:12'-WIDE SIDEWALK WITH 10'-WIDE BUFFER AND STREET LEVEL 1-WAY BIKE LANE

PARKWAY CONCEPT: TWO-WAY BIKE LANE



PROPOSED: 15'-WIDE SIDEWALK WITH STREET LEVEL 2-WAY BIKE LANE

Note: Existing trees and lights to remain will be located within the widened sidewalk a minimum of 8' (Folsom Street) and a maximum of 10' (Howard Street) from the face of building.



PROPOSED ALTERNATE: 12'-WIDE SIDEWALK WITH 7'-6"-WIDE BUFFER AND STREET LEVEL 2-WAY BIKE LANE

SFMTA Municipal Transportation Agency

PUBLIC WORKS

San Francisco Planning

Folsom-Howard Streetscape Project
Open House
April 27th & 29th 2017

www.sfmta.com/folsomhoward