

**THIS PRINT COVERS CALENDAR ITEM NO.: 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications along the L Taraval Muni transit corridor as part of the L Taraval Rapid Project, a Muni Forward and Vision Zero supporting project, that would be built in coordination with replacement of rail and other street infrastructure; and amending Transportation Code, Division II, Section 601 to designate transit-only lanes on Taraval Street between 15<sup>th</sup> Avenue and 46<sup>th</sup> Avenue westbound (outbound) direction, and Taraval Street between 17<sup>th</sup> Avenue and 46<sup>th</sup> Avenue eastbound (inbound) direction.

**SUMMARY:**


- The proposed modifications, the L Taraval Rapid Project, are recommended for inclusion in the upcoming infrastructure rehabilitation of Taraval Street that will replace track, overhead wire, sewer and water infrastructure, and streetlights, planned for construction in 2018.
- The proposed changes, including traffic and parking modifications on Taraval Street, will promote the City's Transit-First Policy by improving transit travel time and reliability.
- Taraval Street is a high-injury corridor, with 46 pedestrian injury collisions in 5 years. Of these collisions, 22 included riders boarding or alighting the L Taraval. The L Taraval Rapid Project advances the City's Vision Zero goals by addressing the causes of these collisions through boarding islands, sidewalk extensions, and other pedestrian safety improvements.
- Beginning in summer 2015, the SFMTA conducted extensive public outreach to solicit input that helped shape the proposed L Taraval Rapid Project, including public meetings, door-to-door outreach, focus groups, surveys, mailings, and ambassadors on trains and at stops.

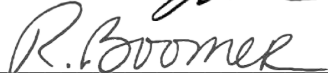
**ENCLOSURES:**

1. SFMTA Resolution
2. Transportation Code, Division II Amendment
3. SFMTA Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
5. Mitigation Monitoring and Reporting Program  
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

**APPROVALS:**

**DATE**

DIRECTOR  9/14/16

SECRETARY  9/14/16

**ASSIGNED SFMTAB CALENDAR DATE:** September 20, 2016

## PAGE 2

### PURPOSE

Approving parking and traffic modifications along the L Taraval Muni transit corridor as part of the L Taraval Rapid Project, a Muni Forward and Vision Zero supporting project, that would be built in coordination with replacement of rail and other street infrastructure; and amending Transportation Code, Division II, Section 601 to designate transit-only lanes on Taraval Street between 15<sup>th</sup> Avenue and 46<sup>th</sup> Avenue westbound (outbound) direction, and Taraval Street between 17<sup>th</sup> Avenue and 46<sup>th</sup> Avenue eastbound (inbound) direction.

### GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

### DESCRIPTION

Taraval Street is the vibrant commercial street of the Parkside District and a major transit corridor served by the L Taraval Muni Metro rail line. In conjunction with a planned state of good repair capital project to replace street infrastructure on the street that has exceeded its intended service life, the L Taraval Rapid Project would rebuild the street in a way that enhances both transit performance and pedestrian safety. The planned infrastructure rehabilitation project includes replacement of rail installed in the 1970s, Muni overhead wire and underground electrical equipment, sewer and water lines, streetlights, and pavement. Coordinating the L Taraval Rapid Project with planned state of good repair upgrades will consolidate intensive street work and minimize disruptions to the community.

#### **Pedestrian Safety Improvements**

In addition to the transit reliability improvements, the L Taraval Rapid Project also addresses pedestrian safety concerns along the corridor. The San Francisco Pedestrian Safety Task Force identified several high injury corridors that encompass less than seven percent of City streets but account for over half of serious and fatal pedestrian injuries, which includes Taraval Street. In the last five years of available data, there have been 46 reported vehicle-pedestrian collisions on the surface route, 22 of which involve people getting on and off the train.

A view of Taraval Street (looking east) with an outbound L train loading at a stop without a boarding island is shown below.



The majority of the 2.7-mile L Taraval surface route runs on Taraval Street, from 15<sup>th</sup> Avenue to 46<sup>th</sup> Avenue. Taraval Street is 60 feet wide, with two lanes in each direction and parallel parking on both sides. LRVs (light rail vehicle) travel in the center lane in each direction and board/alight passengers in the outside lane at most transit stops. There are boarding islands at only four of the 27 transit stops on Taraval Street.

All of the collisions involving boarding and alighting trains occurred at L Taraval stops that do not have existing boarding islands. A map of collisions involving passengers boarding and alighting the L Taraval from 2009-2013 is shown below.



The boarding islands (pictured below), transit bulb and pedestrian bulbs recommended as part of this proposal will improve pedestrian safety. Collectively, these improvements play an important role in advancing SFMTA's Vision Zero goal to eliminate traffic fatalities by 2024. In a survey about the project taken by over 1,200 people, 53% expressed support for boarding islands on Taraval Street, and an additional 13% of respondents were neutral.

An example of an existing boarding island on Taraval Street at 22<sup>nd</sup> Avenue is shown below:



The proposal includes:

- Adding 15 new transit boarding islands along Taraval Street to accommodate the length of a 2-car train (seven inbound, eight outbound). Six of the fifteen new boarding islands will include a high level accessible platform. Four existing boarding islands will also be extended to accommodate the length of a two-car train. Boarding islands provide safety benefits by allowing customers to board and alight the LRV with protective elements without having to cross a traffic lane. Boarding islands also reduce travel time by eliminating the need to wait for customers to travel from the curb to the LRV.
- Adding a transit bulb for each direction at the intersection of 15<sup>th</sup> and Taraval. Transit bulbs are sidewalk extensions alongside LRV stops that allow trains to pick-up and drop-off customers without having them to cross a travel or parking lane. Transit bulbs improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets. Transit bulbs also provide space for transit shelters and other customer amenities.
- Adding pedestrian bulbs at six intersections. Pedestrian bulbs are sidewalk extensions at intersection corners that improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets. Reducing pedestrian crossing distances also provide flexibility in traffic signal timing that can reduce Muni delays. Pedestrian bulbs in some instances require parking removal to improve intersection safety. The actual sidewalk extension will be approved by DPW at a later date.

### **Transit Reliability Improvements**

Muni's L Taraval light rail line carries over 29,000 customers on an average weekday. The surface portion of the L Taraval travels from West Portal Station to the San Francisco Zoo. This section of the L Taraval operates at an average speed of 7.8 miles per hour. The main sources of added travel time and delay are closely spaced transit stops, stop signs, and automobile traffic on Taraval Street.

The Muni Forward program focuses on reducing transit travel times and enhancing reliability on Muni's highest ridership routes, including the L Taraval. The proposed improvements for Rapid Network and Muni Metro surface routes draw from a set of engineering measures called the Transit Preferential Streets Toolkit, which SFMTA staff developed through extensive research about the causes of transit delay.

To reduce transit travel times and improve reliability on the L Taraval, the SFMTA proposes the following improvements:

- Implementing transit-only lanes on Taraval Street to give Muni vehicles their own lane separated from regular traffic. This will help Muni bypass traffic congestion, which will improve reliability for transit service along this busy corridor.
- Increasing L Taraval stop spacing to comply with SFMTA's stop spacing guidelines for surface rail lines by removing a total of nine stops, five in the outbound direction and four in the inbound direction. By stopping less, trains will take less time to move through the corridor.
- Replacing all-way STOP signs with traffic signals with transit signal priority at five intersections where trains would not otherwise stop to pick up passengers. Traffic signals can be programmed to hold green signals for approaching transit vehicles.
- Relocating the inbound transit stop at Taraval Street and 15th Avenue from the far-side to the near-side of the intersection. This intersection is controlled by an all-way STOP sign, so trains currently must stop both at the STOP sign and after passing through the intersection to pick up passengers.

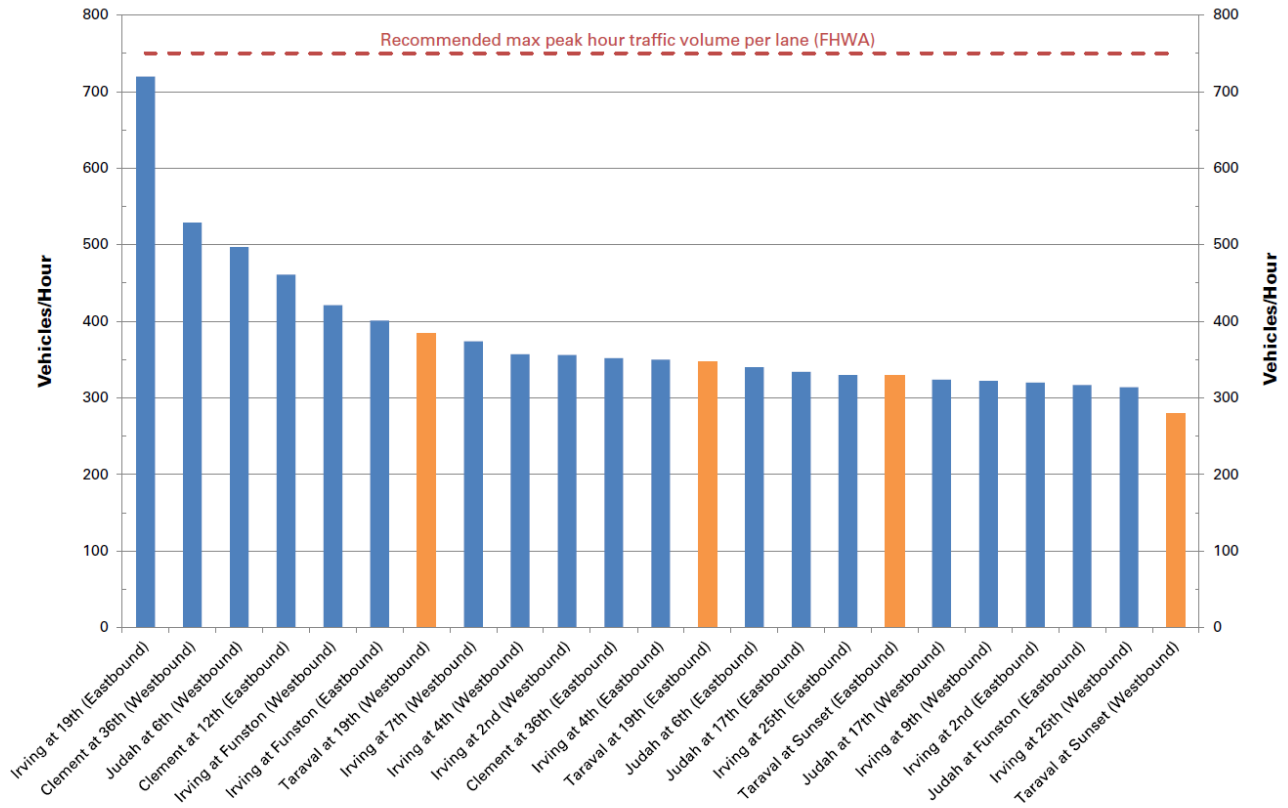
An example of a red transit-only lane on Church Street is shown below.



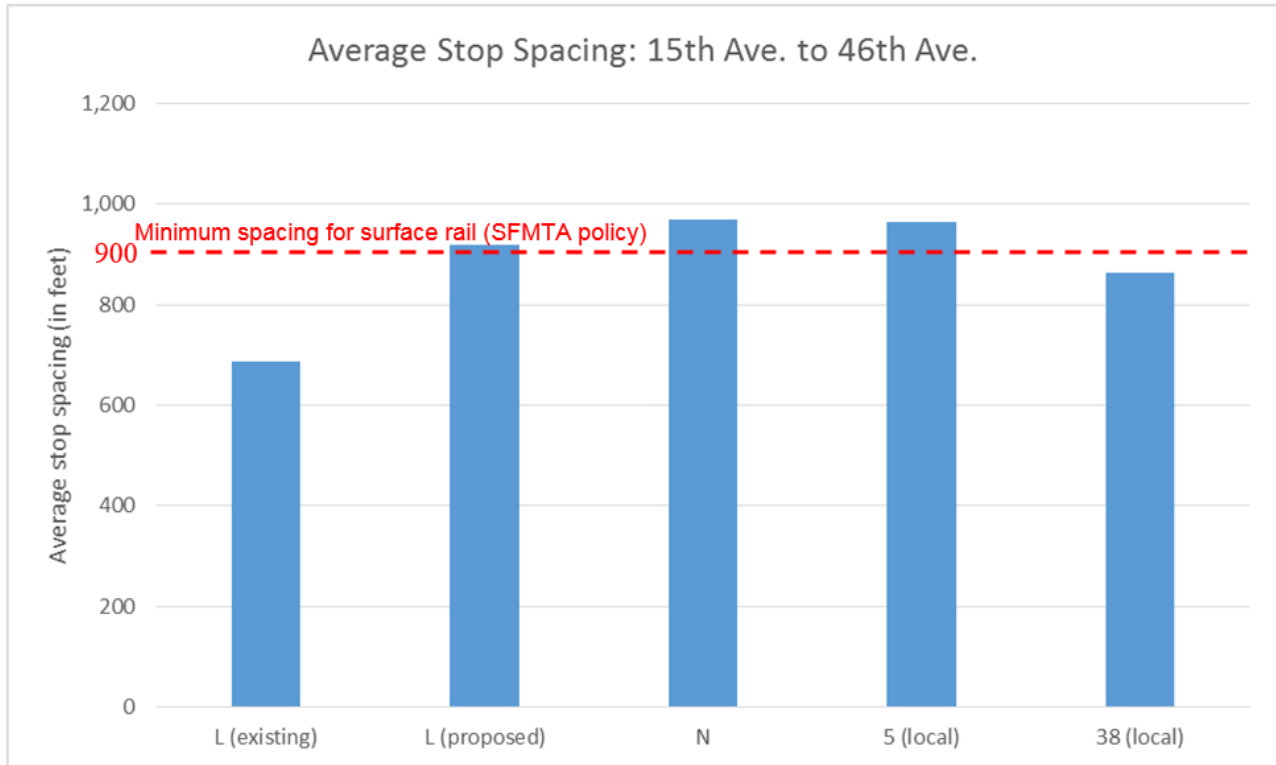


Staff evaluated traffic volumes on Taraval Street and determined that a single travel lane in each direction (with left turns allowed from the transit lane) will provide adequate roadway capacity to meet traffic demand without causing significant delays. This analysis relied on standard Federal Highway Administration methodologies for calculating roadway capacity, as well as comparisons to other streets in San Francisco with similar levels of traffic and commercial activity. Current observed traffic volumes on Taraval Street are approximately half of the FHWA recommend maximum for a single-lane roadway. Taraval Street’s current design may be a contributing factor to pedestrian collisions, as excess roadway capacity can encouraging speeding.

A comparison of traffic volumes on Taraval Street to other commercial corridors in San Francisco is shown below. All other streets shown in the table below are one lane in each direction, compared to the existing configuration of two travel lanes in each direction on Taraval Street.



The revised stop spacing proposal would bring the Taraval Street segment of the L Taraval into compliance with SFMTA’s stop spacing guidelines for surface rail. These guidelines call for stop spacing of 900 to 1,500 feet, the equivalent of about three to five east-west blocks in the Parkside district. See the table below for a comparison of the existing and proposed stop spacing on Taraval Street and several other Muni lines on the west side of San Francisco.



Together, the proposed changes are anticipated to reduce the travel time of the L Taraval by about three minutes in each direction (six minutes total) within the project area (twenty percent reduction), improving average operating speed and improving service reliability. In addition to reducing on-vehicle delay, this time savings allows for greater recovery from delays elsewhere in the system. For instance, a train that arrives at the SF Zoo terminal late would have an additional six minutes of scheduled recovery time, allowing it to get back on schedule by the time it returns to inbound service.

### **Parking Modifications**

These major improvements to pedestrian safety and Muni reliability are possible while maintaining the existing parking supply in the area. The proposals include converting some parallel parking spaces to angled spaces (45 degree and 90 degree) within one block of Taraval Street, primarily on Ulloa and Santiago streets, to offset parking removed for boarding islands and pedestrian bulbs.

To ensure that customers are able to find parking near Taraval Street, some parking spaces on side streets in front of corner buildings that also front onto Taraval Street would be converted to time limited or metered parking spaces, encouraging turnover and availability. Meters and time limits would not be added to parking spaces in front of single-family homes, and the total number of parking spaces in the area without meters or time limits would not be reduced. Staff worked closely with merchants to identify replacement loading zones in locations where boarding islands or pedestrian bulbs would require the removal of these zones.

An example of existing metered spaces on 24<sup>th</sup> Avenue where it meets Taraval Street, in front of a corner commercial building, is pictured below. A similar treatment would be added at other



intersecting side streets near Taraval Street to ensure parking availability for customers.



Specifically, the SFMTA proposes the following transit and pedestrian safety improvements:

- A. ESTABLISH – TRANSIT ONLY LANE - Taraval Street, westbound, from 15<sup>th</sup> Avenue to 46<sup>th</sup> Avenue; Taraval Street, eastbound, from 17<sup>th</sup> Avenue to 46<sup>th</sup> Avenue.
- B. ESTABLISH – TRAFFIC SIGNALS - Taraval Street at 17<sup>th</sup> Avenue (replaces four-way STOP control); Taraval Street at 18<sup>th</sup> Avenue (replaces four-way STOP control); Taraval Street at 22<sup>nd</sup> Avenue (replaces four-way STOP control); Taraval Street at 24<sup>th</sup> Avenue (replaces four-way STOP control); Taraval Street at 28<sup>th</sup> Avenue (replaces four-way STOP control).
- C. ESTABLISH – NO LEFT TURN - Taraval Street, westbound, at Sunset Boulevard; Taraval Street, eastbound, at Sunset Boulevard; Taraval Street, eastbound, at 36<sup>th</sup> Avenue; Taraval Street, westbound at 37<sup>th</sup> Avenue.
- D. ESTABLISH – RIGHT TURN ONLY - 23rd Avenue, northbound, at Taraval Street; 36th Avenue, northbound, at Taraval Street; 36th Avenue, southbound, at Taraval Street; 37th Avenue, northbound, at Taraval Street; 37th Avenue, southbound, at Taraval Street.
- E. ESTABLISH – TRANSIT STOP - Taraval Street, south side, west of 15<sup>th</sup> Avenue (rescinds farside transit stop and relocates to nearside of intersection).
- F. RESCIND – TRANSIT STOP - 15<sup>th</sup> Avenue, east side, north of Ulloa Street; 15<sup>th</sup> Avenue, west side, north of Ulloa Street; Taraval Street, north side, east of 17<sup>th</sup> Avenue; Taraval Street, south side, west of 17<sup>th</sup> Avenue; Taraval Street, north side, east of 22<sup>nd</sup> Avenue; Taraval Street, south side, west of 24<sup>th</sup> Avenue; Taraval Street, north side, east of 28<sup>th</sup> Avenue; Taraval Street, south side, west of 28<sup>th</sup> Avenue; Taraval Street, north side, east of

35<sup>th</sup> Avenue.

- G. ESTABLISH – TRANSIT BOARDING ISLANDS AND TOW-AWAY NO STOPPING ANYTIME - Taraval Street, north side, from 18<sup>th</sup> Avenue to 19<sup>th</sup> Avenue (removes 6 metered parking spaces #808, 810, 812, 814, 816, 818 and 1 passenger loading zone for transit boarding island with high-level accessible platform with ramp); Taraval Street, south side, from 19<sup>th</sup> Avenue to 20<sup>th</sup> Avenue (removes 9 metered parking spaces #905, 907, 909, 911, 913, 917, 919, 923, 925 for transit boarding island with high-level accessible platform with ramp); Taraval Street, north side, from 25<sup>th</sup> Avenue to 26<sup>th</sup> Avenue (removes 9 metered parking spaces #1502, 1504-G, 1508, 1512, 1514, 1520, 1522, 1524, 1526 for transit boarding island); Taraval Street, south side, from 26<sup>th</sup> Avenue to 27<sup>th</sup> Avenue (removes 9 metered parking spaces #1601, 1603, 1605, 1611, 1617, 1619, 1621, 1623, 1625 for transit boarding island); Taraval Street, north side, from 28<sup>th</sup> Avenue to 140 feet westerly (removes 2 white zone parking spaces, 1 blue zone parking space, and metered parking space #1812 for transit high-level accessible boarding platform with ramp); Taraval Street, north side, from 30<sup>th</sup> Avenue to 220 feet easterly (removes 7 parking spaces for transit boarding island); Taraval Street, south side, from 30<sup>th</sup> Avenue to 31<sup>st</sup> Avenue (removes 9 parking spaces for transit boarding island with high-level accessible platform with ramp); Taraval Street, north side, from 32<sup>nd</sup> Avenue to 220 feet easterly (removes 8 parking spaces for transit boarding island); Taraval Street, south side, from 32<sup>nd</sup> Avenue to 220 feet westerly (removes 8 parking spaces for transit boarding island); Taraval Street, north side, from 40<sup>th</sup> Avenue to 220 feet easterly (removes 4 parking spaces for transit boarding island); Taraval Street, south side, from 40<sup>th</sup> Avenue to 220 feet westerly (removes 10 parking spaces for transit boarding island); Taraval Street, north side, from 42<sup>nd</sup> Avenue to 220 feet easterly (removes 7 parking spaces for transit boarding island); Taraval Street, north side, from 42<sup>nd</sup> Avenue to 140 feet westerly (removes 3 parking spaces for transit high-level accessible boarding island with ramp); Taraval Street, south side, from 42<sup>nd</sup> Avenue to 140 feet easterly (removes 4 parking spaces for transit high-level accessible boarding island with ramp); Taraval Street, south side, from 42<sup>nd</sup> Avenue to 220 feet westerly (removes 10 parking spaces for transit boarding island); Taraval Street, north side, from 44<sup>th</sup> Avenue to 220 feet easterly (removes 5 parking spaces for transit boarding island); Taraval Street, south side, from 44<sup>th</sup> Avenue to 220 feet westerly (removes 7 parking spaces for transit boarding island); Taraval Street, north side, from 45<sup>th</sup> Avenue to 46<sup>th</sup> Avenue (removes 8 parking spaces for transit boarding island).
- H. ESTABLISH – TRANSIT BOARDING ISLAND EXTENSION AND TOW-AWAY NO STOPPING ANYTIME - Taraval Street, south side, from 21<sup>st</sup> Avenue to 120 feet westerly (removes 2 metered parking spaces #1103, 1105 for extension of boarding island); Taraval Street, north side, at 23<sup>rd</sup> Avenue (removes 3 metered parking spaces #1216, 1220, 1222 for extension of boarding island); Taraval Street, north side, from 36<sup>th</sup> Ave to 140 feet easterly (removes 5 parking spaces for boarding island extension through intersection); Taraval Street, south side, at 37<sup>th</sup> avenue to 38<sup>th</sup> Avenue (removes 3 parking spaces for boarding island extension through intersection).
- I. ESTABLISH –NO PARKING ANYTIME - Taraval Street, south side, from 15<sup>th</sup> Avenue to 24 feet easterly (for a 6-foot wide pedestrian bulb); 15<sup>th</sup> Avenue, east side, from Taraval Street to 123 feet southerly (removes 4 parking spaces for a 9-foot wide transit bulb);

Taraval Street, south side, from 15<sup>th</sup> Avenue to 116 feet westerly (for a 20-foot wide transit bulb); 15<sup>th</sup> Avenue, west side, from Taraval Street to 23 feet southerly (for a 4-foot wide pedestrian bulb); Taraval Street, south side, from 20<sup>th</sup> Avenue to 23 feet westerly (for a 6-foot wide pedestrian bulb); 20<sup>th</sup> Avenue, west side, from Taraval Street to 23 feet southerly (removes metered green parking space #2403-G for a 6-foot wide pedestrian bulb); Taraval Street, north side, from 20<sup>th</sup> Avenue to 23 feet easterly (for a 6-foot wide pedestrian bulb); 20<sup>th</sup> Avenue, east side, from Taraval Street to 23 feet northerly (removes metered parking space #2368 for pedestrian bulb); Taraval Street, north side, from 21<sup>st</sup> Avenue to 23 feet easterly (for a 6-foot wide pedestrian bulb); 21<sup>st</sup> Avenue, east side, from Taraval Street to 23 feet northerly (removes parking meter space #2370 for 6-foot wide pedestrian bulb); Taraval Street, north side, from 22<sup>nd</sup> Avenue to 23 feet easterly (removes metered parking space #1128 for pedestrian bulb); 22<sup>nd</sup> Avenue, east side, from Taraval Street to 23 feet northerly (removes metered parking space #2368 for pedestrian bulb); Taraval Street, south side, from 22<sup>nd</sup> Avenue to 23 feet westerly (removes metered yellow parking space #1201 for pedestrian bulb); 22<sup>nd</sup> Avenue, west side, from Taraval Street to 19 feet southerly (for a 6-foot wide pedestrian bulb); Taraval Street, south side, from 24<sup>th</sup> Street to 23 feet westerly (removes metered parking space #1401 for pedestrian bulb); 24<sup>th</sup> Avenue, west side, from Taraval Street to 23 feet southerly (removes 2 parking spaces for pedestrian bulb); Taraval Street, north side, from 24<sup>th</sup> Street to 23 feet easterly (removes metered parking space #1326 for pedestrian bulb); 24<sup>th</sup> Avenue, east side, from Taraval Street to 23 feet northerly (removes 2 parking spaces for a 6-foot wide pedestrian bulb); Taraval Street, south side, from 33<sup>rd</sup> Avenue to 23 feet westerly (removes 1 parking space for a 6-foot wide pedestrian bulb); 33<sup>rd</sup> Avenue, west side, from Taraval Street to 23 feet southerly (for a 6-foot wide pedestrian bulb); Taraval Street, north side, from 33<sup>rd</sup> Avenue to 23 feet easterly (removes 1 parking space for a 6-foot wide pedestrian bulb); 33<sup>rd</sup> Avenue, east side, from Taraval Street to 23 feet northerly (removes 1 parking space for a 6-foot wide pedestrian bulb); Taraval Street, south side, from 38<sup>th</sup> Avenue to 23 feet westerly (for a 6-foot wide pedestrian bulb); 38<sup>th</sup> Avenue, west side, from Taraval Street to 23 feet southerly (removes 1 parking space for a 6-foot wide pedestrian bulb); Taraval Street, north side, from 38<sup>th</sup> Avenue to 23 feet easterly (for a 6-foot wide pedestrian bulb); 38<sup>th</sup> Avenue, east side, from Taraval Street to 23 feet northerly (for a 6-foot wide pedestrian bulb).

- J. ESTABLISH – PASSENGER LOADING ZONE DURING POSTED SERVICE HOURS - 36<sup>th</sup> Avenue, east side, from Taraval Street to 40 feet northerly (relocates passenger loading zone from 2540 Taraval Street).
- K. ESTABLISH - GREEN METERED PARKING, 30-MINUTE LIMIT, 9 AM TO NOON AND 2 PM TO 5 PM MONDAY THROUGH FRIDAY AND 9 AM TO 5 PM SATURDAY AND PART TIME PASSENGER LOADING ZONE, NOON TO 2 PM MONDAY THROUGH FRIDAY AND 5 PM TO 10 PM EVERYDAY - 18th Avenue, west side, from Taraval Street to 27 feet northerly (relocates passenger zone at 800 Taraval Street to metered space #2399).
- L. ESTABLISH – GREEN ZONE, 9 AM TO 6 PM MONDAY THROUGH SATURDAY - 28th Avenue, west side, from 60 feet to 110 feet northerly (extends existing green zone by 50 feet); 36th Avenue, east side, from 40 feet to 100 feet north of Taraval Street (shifts existing 60' green zone north to accommodate passenger loading zone relocation).

- M. ESTABLISH – YELLOW METER LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM MONDAY THROUGH FRIDAY - 26th Avenue, west side, from Taraval Street to 25 feet southerly (relocates yellow metered loading space #1605 from 1617 Taraval Street).
- N. ESTABLISH – YELLOW METER LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM MONDAY THROUGH SATURDAY - 20th Avenue, east side, from 73 feet to 95 feet south of Taraval Street (converts general meter parking space #2410).
- O. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM MONDAY THROUGH SATURDAY - 18th Avenue, west side, from 49 feet to 77 feet north of Taraval Street (relocates yellow metered loading space #818 from 870 Taraval Street to metered space # 2395).
- P. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM SATURDAY - 17th Avenue, west side, from Taraval Street to 100 feet northerly; 17th Avenue, east side, from 22 feet to 86 feet north of Taraval Street; 17th Avenue, west side, from Taraval Street to 80 feet southerly; 19th Avenue, west side, from 32 feet to 136 feet north of Taraval Street (SFMTA 7/7/2015 Board of Directors meeting approved the relocation of the 28-19th Avenue bus stop from nearside to farside of intersection); 19th Avenue, east side, 171 feet to 380 feet north of Taraval Street; 19th Avenue, east side, 35 feet to 53 feet south of Taraval Street; 21st Avenue, west side, from 73 feet to 105 feet north of Taraval Street; 22nd Avenue, west side, from 95 feet to 118 feet north of Taraval Street; 25th Avenue, west side, from Taraval Street to 85 feet southerly; 25th Avenue, east side, from Taraval Street to 100 feet southerly; 25th Avenue, west side, from Taraval Street to 25 feet northerly; 25th Avenue, east side, from Taraval Street to 80 feet northerly; 26th Avenue, west side, from Taraval Street to 40 feet northerly; 26th Avenue, east side, from Taraval Street to 95 feet southerly; 26th Avenue, east side, from Taraval Street to 85 feet northerly; 27th Avenue, west side, from Taraval Street to 40 feet northerly; 27th Avenue, east side, from Taraval Street to 40 feet southerly; 29th Avenue, east side, from 40 feet to 60 feet south of Taraval Street.
- Q. ESTABLISH – PERPENDICULAR PARKING - Santiago Street, south side, from 21st Avenue to 22nd Avenue; Santiago Street, south side, from 27th Avenue to 28th Avenue; Santiago Street, south side, from 30th Avenue to 31st Avenue; Santiago Street, south side, from 32nd Avenue to 33rd Avenue; Santiago Street, south side, from 40th Avenue to 41st Avenue; Santiago Street, south side, from 41st Avenue to 42nd Avenue; Santiago Street, south side, from 42nd Avenue to 43rd Avenue; Santiago Street, south side, from 45th Avenue to 46th Avenue; Ulloa Street, north side, from 16th Avenue to 17th Avenue; Ulloa Street, south side, from 25th Avenue to 26th Avenue; Ulloa Street, north side, from 28th Avenue to 29th Avenue; Ulloa Street, north side, from 32nd Avenue to 33rd Avenue; Ulloa Street, north side, from 41st Avenue to 42nd Avenue; Ulloa Street, north side, from 43rd Avenue to 44th Avenue.
- R. ESTABLISH – PERPENDICULAR PARKING AND GENERAL METER 2 HOUR PARKING, 9 AM TO 6 PM MONDAY THROUGH SATURDAY - Taraval Street, south

side, from 14th Avenue to 93 feet westerly (converts 4 parallel metered spaces # 401, 403, 405, 409 to 10 perpendicular metered spaces).

- S. ESTABLISH – 45 DEGREE ANGLED PARKING - 30th Avenue, west side, from Ulloa Street to 70 feet northerly; 31st Avenue, east side, from Ulloa Street to 107 feet northerly; 34th Avenue, west side, from Taraval Street to 47 feet southerly; 35th Avenue, west side, from Taraval Street to 75 feet southerly; 38th Avenue, west side, from Ulloa Street to 60 feet northerly; 39th Avenue, west side, from Ulloa Street to 72 feet northerly; 42nd Avenue, west side, from Taraval Street to 60 feet southerly; 45th Avenue, east side, from Ulloa Street to 72 feet southerly; 45th Avenue, east side, from Vicente Street to 72 feet northerly; 47th Avenue, east side, from Taraval Street to 60 feet southerly; Funston Avenue, west side, from Taraval Street to 130 feet southerly.
- T. ESTABLISH – 45 DEGREE ANGLED PARKING AND UNMETERED GENERAL PARKING, 1-HOUR TIME LIMIT, 7 AM TO 6 PM MONDAY THROUGH SATURDAY - 31st Avenue, west side, from Taraval Street to 60 feet southerly; 32nd Avenue, west side, from Taraval Street to 83 feet southerly; 46th Avenue, east side, from Taraval Street to 70 feet northerly.
- U. ESTABLISH – UNMETERED GENERAL PARKING, 1 HOUR TIME LIMIT, 7 AM TO 6 PM MONDAY THROUGH SATURDAY - 29th Avenue, west side, from Taraval Street to 60 feet northerly; 30th Avenue, west side, from Taraval Street to 23 feet southerly; 31st Avenue, east side, from Taraval Street to 60 feet northerly; 31st Avenue, east side, from 53 feet to 88 feet south of Taraval Street; 31st Avenue, west side, from Taraval Street to 100 feet northerly; 32nd Avenue, east side, from 20 feet to 75 feet north of Taraval Street; 32nd Avenue, east side, from 25 feet to 70 feet south of Taraval Street; 32nd Avenue, west side, from Taraval Street to 75 feet northerly; 33rd Avenue, west side, from Taraval Street to 80 feet northerly; 33rd Avenue, west side, from 35 feet to 70 feet south of Taraval Street; 33rd Avenue, east side, from 23 feet to 72 feet north of Taraval Street; 33rd Avenue, east side, from 22 feet to 85 feet south of Taraval Street; 38th Avenue, west side, from 40 feet to 100 feet north of Taraval Street; 40th Avenue, west side, from Taraval Street to 21 feet northerly; 41st Avenue, east side, from Taraval Street to 60 feet northerly; 46th Avenue, west side, from Taraval Street to 100 feet northerly; Taraval Street, north side, from 29th Avenue to 20 feet westerly; Taraval Street, south side, from 29th Avenue to 30th Avenue; Taraval Street, north side, from 41st Avenue to 20 feet westerly; Taraval Street, south side, from 41st Avenue to 55 feet westerly; Taraval Street, south side, from 46th Avenue to 90 feet easterly.

### **Six Month Passenger Loading Zone Evaluation**

The California Vehicle Code (Section 21756) requires vehicles to stop behind the nearest door of loading streetcars where no boarding island exists. Collected data shows that approximately 1/3 of drivers do not comply with this requirement. As mentioned earlier, 22 of the 46 reported vehicle-pedestrian collisions along the route involved riders getting on and off the train at stops without boarding islands, despite the presence of existing signage on the street and on the back of trains.

Boarding islands are effective in preventing such injury collisions, but require the removal of parking. Parking removal is a key concern for merchants on Taraval Street, who asked the SFMTA to evaluate options to improve safety at L Taraval stops that would not require removing parking. The SFMTA analyzed a wide range of suggestions by the community, and incorporated them into a six month Passenger Loading Zone Evaluation for five low-risk L Taraval stops that does not remove parking.

The Evaluation includes the following treatments that have been approved by the California Traffic Control Devices Committee (CTCDC) as experimental safety treatments. Although these treatments do not require SFMTA Board approval, since the Transportation Code authorizes the City Traffic Engineer to implement them, they are discussed here in order to provide the SFMTA Board will additional background on other improvements that are being implemented. All of these modifications will be eliminated after the evaluation is completed unless further action by the SFMTA is taken.

- (1) Larger, modified signage to emphasize the requirement that vehicles in the right lane stop behind a LRV that is stopped to board or alight passengers. The proposed sign will be complemented with a 12-inch solid white limit line where vehicles must stop behind loading trains. The proposed sign and limit line will be located approximately 150 feet upstream of the intersection to match the length of the typical LRV configuration (2-car trains).
- (2) Additional pavement markings applied to the right travel lane in the area between the midblock limit line and the intersection crosswalk to alert vehicles that they are approaching a special zone where LRV passengers board and alight.

In addition to the above experimental treatments, SFMTA will coordinate with merchants and community groups to conduct an education campaign in the neighborhood that will encourage drivers to stop for loading trains. SFMTA staff will partner with the San Francisco Police Department to encourage directed enforcement at these five locations during the Evaluation period. In conjunction with the Evaluation, LRVs will be upgraded with additional LED lights that flash when train doors are open at surface stops, calling attention to the requirement for drivers to stop when trains are loading. Existing amber lights on the back and sides of trains would also be reprogrammed to flash more prominently during loading. See the rendering below for an illustration of these new lights.



A photo mockup of the Evaluation Treatments is below:



Approval for these treatments was sought from the CTCDC, since state law does not currently authorize them, to pursue the Evaluation. The CTCDC granted SFMTA permission in March 2016. As indicated above, the Evaluation does not require SFMTA Board approval but this discussion is intended to provide the SFMTA Board additional background information.

#### Evaluation Locations:

The SFMTA is testing the experimental treatments at locations where no collisions involving boarding/alighting occurred during the five-year study period from 2009-2013. Furthermore, the Evaluation will also only be tested at locations with fewer than 300 alightings per day. In total, five inbound stops meet these criteria (26<sup>th</sup>, 30<sup>th</sup>, 32<sup>nd</sup>, 35<sup>th</sup>, and 40<sup>th</sup> Avenues). Stops with more daily alightings have an increased risk, as most collisions involve people alighting the train, versus boarding it. Due to this collision pattern and the increased risk of injuries at other stops on Taraval Street, SFMTA staff do not recommend testing the experimental treatments at other locations.

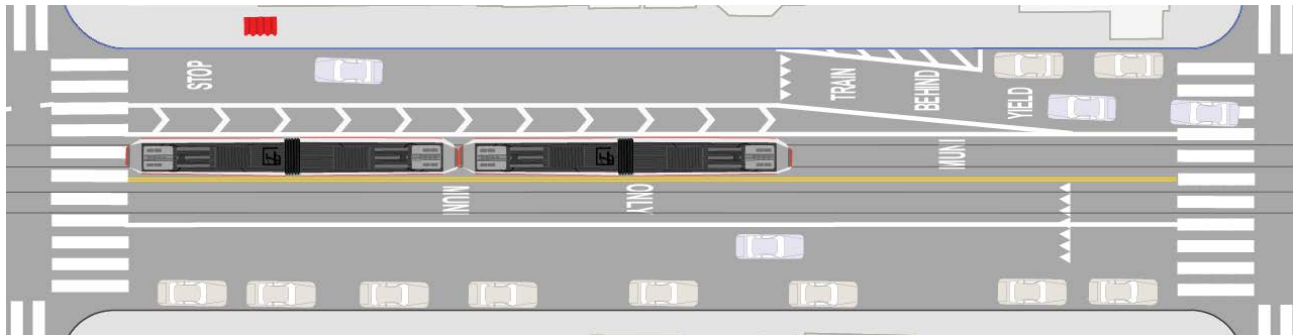
#### Evaluation Criteria:

The SFMTA will install the changes in fall 2016 and begin a six-month evaluation of the experimental treatments to determine if there is an improvement in the compliance rate to at least 90% from its current rate of approximately 65%, and if this treatment is therefore a suitable replacement proposal for boarding islands at these five locations. These treatments will be removed after the six-month evaluation if the SFMTA does not take further action. The SFMTA will pursue standard boarding islands at all stops if compliance does not improve to close to at least 90% or if there is a collision involving passenger boarding/alighting at any of the Evaluation locations.

**Early Implementation Period:**

Construction of the boarding islands along with other capital project components is scheduled to begin in 2018. In between possible MTAB approval and the start of construction phase SFMTA staff will install non-capital related transit reliability and pedestrian safety measures. The measures include:

- **Transit-Only Lane:** Signage and painted symbols in the roadway to indicate a transit-only lane will be deployed. Initially, the lanes will not be painted red due to future construction of the rail replacement project, but red paint will be included in the final project once the major capital project to replace rail and other infrastructure is completed. Traffic impacts of the transit-only will be closely evaluated by staff during the Early Implementation period.
- **Painted Clear Zone:** Paint will be used to outline the location of the proposed new boarding islands at stops that are not included in the Passenger Loading Evaluation. Drivers will shift to the right of the train as if there was a physical boarding island present, and parking would be removed adjacent. This treatment will be deployed at ten total intersections. See the graphic below for a mock-up of the treatment.



- **Transit Stop Removal** at locations referenced above.
- **Parking changes:** Parking adjacent to clear zones will be removed as indicated in item #G above. Parking will be added back on side streets through angled parking spaces.

Staff will monitor the treatments as they are deployed and also collect and analyze data in relation to collisions and traffic conditions.

**ALTERNATIVES CONSIDERED**

The initial proposals for the L Taraval studied in the Transit Effectiveness Project Environmental Impact Report included the options of an expanded alternative and a moderate alternative. The expanded alternative included replacing all-way STOP controlled intersections with traffic signals and moving most transit stops to the far-side of the intersection. The moderate alternative did not propose traffic signals at stops and kept transit stops at the near-side of the intersection. The final proposal, included in this calendar item, blends elements from both the expanded and moderate alternatives, based on the input received during the public outreach process described below.

SFMTA staff also evaluated a wide range of alternative approaches to improving pedestrian safety and transit reliability that were requested by community members during the stakeholder engagement process. These requests are also discussed in greater detail in the Stakeholder Engagement section below.

Many requests were related to street design and light rail vehicle changes intended to improve pedestrian safety while preserving adjacent on-street parking at L Taraval stops. SFMTA staff evaluated all of these suggestions, which included ideas such as adding school bus style stop signs or crossing arms to trains, adding flashing lights to the street itself at stops, installing video enforcement cameras at stops, and installing audio warnings on trains to alert drivers of the requirement to stop when trains are loading. Many of these design suggestions were evaluated and determined to be infeasible or ineffective, but elements of these suggestions were incorporated into the Passenger Loading Zone Evaluation proposed for five inbound stops. Merchants and residents requested that this treatment be considered for all L Taraval proposed boarding island locations through a petition that included hundreds of unique signatures, but SFMTA staff are not recommending this approach due to the increased safety hazard at locations with higher levels of passenger alightings and with histories of collisions involving LRV passengers. The Passenger Loading Zone Evaluation proposal also does not provide the accessibility benefits of a boarding island for people with mobility or visual impairments, a further reason this is not recommended by staff for widespread adoption.

Community members also expressed a range of views on stop removal, with some requesting that more stops be removed, and other opposing any stop removal. This input included a petition of well over 1,000 unique signatures from community members opposing stop removal. The current proposal reflects a balance between community input and the SFMTA's own stop spacing guidelines for surface rail. On average, the proposed stop spacing of the L Taraval on Taraval Street under the final proposal would meet the agency's minimum stop spacing guideline of 900 feet for surface rail, with no stop exceeding the maximum spacing guideline of 1,500 feet. Retaining additional stops would cause the average stop spacing to drop below this minimum stop spacing guideline, and is not recommended by staff.

An additional community suggestion evaluated by staff, but not ultimately recommended for implementation, is the addition of an express bus from Taraval Street to downtown San Francisco. This was suggested by community members as an alternative to stop consolidation on the L Taraval, and as an alternative to other street design changes to support transit reliability. SFMTA staff evaluated this suggestion and determined that travel time on an express bus from Taraval Street to downtown would not be competitive with the existing L Taraval service. Express buses have been effective on the N Judah because of the greater surface length of the N Judah (about 3.5 miles) compared to the L Taraval (about 2.6 miles). The L spends a greater portion of its time in a grade-separated underground tunnel, making it difficult for a bus to provide competitive travel times even if it skips a large number of stops.

Staff also evaluated a suggestion to move the train alignment from the center lane of Taraval Street to the side lane. This would allow trains to load passengers to the parking lane, without removing any parking, or to a sidewalk bulb out, removing less parking than a boarding island. Staff do not recommend this alternative, as trains traveling adjacent to parking lanes are unable to maneuver around double-parked vehicles. As a result, a double-parked vehicle (or vehicle taking a long time

## **PAGE 18**

to park) can greatly delay trains, as is the case on the Irving Street and Carl Street segments of the N Judah.

Finally, staff received requests to implement the full project on a temporary basis, with a final vote by residents and merchants on whether to retain the changes. Staff do not recommend this approach for several reasons. Most importantly, addressing the pedestrian safety issue on Taraval Street through proven engineering methods is an imperative under the SFMTA's Vision Zero policy. Second, implementing the full boarding islands, pedestrian bulbouts, and traffic signals on a temporary basis would incur a significant capital cost, making it infeasible to undo these elements later. Finally, making significant changes to the project scope would cause delay to the broader capital project, including rail replacement, overhead contact system rehabilitation, sewer and water replacement, and repaving.

### **FUNDING IMPACT**

The total design and construction cost of the Muni Forward components of the project is \$20,865,000. These improvements will be funded through the Proposition A General Obligation Bond (GO Bond), and Proposition K.

### **STAKEHOLDER ENGAGEMENT**

Stakeholders within the project area have been extensively involved throughout the outreach phase for the project, ensuring that the needs and concerns of the community have been heard and incorporated into the project design wherever possible. Numerous adjustments to the project as a result of community input are included in the current project proposal. The project's outreach process included three open houses, door-to-door merchant outreach, multi-lingual surveys, rider outreach on trains and at stops, a series of focus groups comprised of key stakeholders, meetings with neighborhood and merchants groups, and a letter summarizing the project mailed to over 16,000 addresses within the Sunset. Input from stakeholders has shaped nearly every aspect of the proposed L Taraval Rapid Project.

A pop-up rider outreach table with project surveys is shown below.



Outreach began in September 2015 with two focus group meetings comprised of key stakeholders (riders, residents, merchants) followed by a round of door-to-door merchant outreach to gather input on the initial project proposal. Following this, open houses were held in October and December of 2015 and in February 2016. An additional pop-up open house on Taraval Street at the 23rd Avenue stop was held on November 4<sup>th</sup>, 2015. In between the series of open houses, the outreach team attended multiple meetings of the merchant group representing Taraval Street (People of Parkside Sunset), met with schools and organizations in the area, and conducted a walking tour with residents and merchants. Following the final open house an additional series of small group meetings took place in April 2016. These three small group meetings served as an opportunity for staff to gather additional input from community leaders on the project elements, while providing an opportunity for the community to weigh in on future outreach for the project, including the content of the letter mailed to the community. The feedback from these small group meetings reflected broader community feedback about stop removal, transit-only lanes, parking, pedestrian safety, and traffic signals.

Riders and residents had the opportunity to provide their input on problems they experienced with the L Taraval through a text message (Textizen) survey in August 2015, which was advertised on posters at all L Taraval stops. Of the 133 responses to the Textizen survey, 72% said the L Taraval needs improvement; the top suggestions for improvement were more trains and better reliability. Open ended comments also called for more two-car trains, safer boarding conditions, and fewer stops.

A summary board showing the results of the Textizen survey is shown below.







design changes, signage, enhanced safety features on light rail vehicles themselves, education materials, and enforcement. Additional parking management to ensure availability for customers is also included in the updated proposal.

Many other suggestions for alternatives to boarding islands were evaluated closely by staff, but deemed infeasible or ineffective. For instance, crossing arms that lower when trains are loading, or fold-out stop signs on the sides of trains were both requested and evaluated, but were not ultimately pursued due to technical infeasibility. Staff also noted that cable car riders face a similar danger when alighting into the street, and this challenge has not been alleviated by operators manually holding a stop sign in front of passing cars. SFMTA staff has therefore pursued signage and train design changes primarily as a complement to, not replacement for, safe boarding islands at most stops, except at low-volume stops included in the Passenger Loading Zone Evaluation.

Pedestrian safety advocates, including Walk San Francisco, as well as many residents expressed concern about the effectiveness of the Passenger Loading Zone Evaluation, and requested that SFMTA install boarding islands at these five locations as well. However, SFMTA staff recommends that the Passenger Loading Zone Evaluation be pursued, with close evaluation of its effectiveness to ensure it achieves similar safety benefits to boarding islands.

In addition to this general feedback about parking removal and loading impacts, merchants expressed concerns about parking and loading issues at certain specific stops:

- 19<sup>th</sup> Avenue inbound and outbound. The original proposal included moving the existing inbound stop at 19<sup>th</sup> Avenue to the far side (east side) of the intersection and adding a boarding island that would extend from 19<sup>th</sup> Avenue to 18<sup>th</sup> Avenue. The outbound stop would remain near side of the intersection, and thus both stops would be located between 19<sup>th</sup> Avenue and 18<sup>th</sup> Avenue. Merchants noted a variety of loading and parking concerns associated with having both boarding islands on the same block, and requested that the inbound stop remain near side of 19<sup>th</sup> Avenue to distribute the parking impacts more evenly. Staff revised the proposal to incorporate this request. However, with the inbound boarding island located near side of the intersection, a new set of businesses are impacted, and have expressed concerns about loading and parking. SFMTA staff will continue to monitor loading challenges at this location to determine potential loading solutions.
- 26<sup>th</sup> Avenue outbound. This stop is in front of Toptek Computer. The owner of this business expressed concern about loading for customers purchasing equipment. SFMTA staff will continue to monitor loading challenges at this location to determine potential loading solutions.
- 30<sup>th</sup> Avenue outbound. This stop is in front of Parkside Tavern, which has frequent deliveries and passenger drop-offs. SFMTA staff has discussed potential loading solutions with the owner of this establishment, and will continue to monitor loading challenges at this location to determine potential loading solutions.
- 32<sup>nd</sup> Avenue inbound. This stop is in front of Avenues Pet Hospital, which receives frequent deliveries and drop-offs. A boarding island would not be added at this location if the Passenger Loading Zone Evaluation is successful. However, if the Evaluation is not successful and a boarding island is added as part of the final project, SFMTA staff would continue to monitor loading challenges at this location to determine potential loading solutions.

- 44th Avenue inbound. This stop has fewer commercial properties fronting it than most of the proposed boarding island locations, but a new business at this location expressed concern about parking removal and the impact on customer access. Staff have worked with the owner of this business to identify parking management solutions to create more availability for parking.

Staff will closely monitor parking and loading impacts throughout the project area during the early implementation phase and will work with merchants and residents to make parking management adjustments as needed to ensure parking availability and address loading concerns.

### **Stakeholder Feedback: Stop Removal**

Updated stop spacing on the L Taraval is a key component of improving travel time and reliability. This element of the proposal elicited strong feedback from residents and riders. Originally, the staff proposal involved removing 14 of 40 surface stops. While SFMTA staff heard from riders who supported stop removal for a faster trip, staff also heard concerns that stop removal meant people would have to walk farther to their stop, making their commute longer, and that it could create a hardship for seniors and people with disabilities.

The results of the final project survey showed a similar split, with 43% of respondents opposing any stop removal, 40% supporting all proposed stop removals, and 13% supporting some of the proposed stop removals but not all. SFMTA staff revised the original proposal based on this input, reducing the number of stops proposed for removal from seven in both directions to five in the outbound direction and four in the inbound direction. Stops are no longer proposed for removal at 46<sup>th</sup> Avenue and Ulloa Street (both directions); 44<sup>th</sup> Avenue and Taraval Street (both directions); and 35<sup>th</sup> Avenue (inbound). The stops at 44<sup>th</sup> Avenue do not meet the criteria for the Passenger Loading Zone Evaluation, as riders have been hit in both directions getting on or off a train. Therefore boarding islands would be constructed at this stop. In general, retaining more stops entails a trade-off of additional parking removal at locations that do not meet the Passenger Loading Zone Evaluation criteria.

Some constituents have continued to express concern about stop removal at any locations, and have submitted emails, public comment, and petitions in opposition to stop removal. Specific concerns have centered on the following L Taraval stop locations:

- 17<sup>th</sup> Avenue. Residents and riders have expressed concerns about increasing the walking distance from the Safety grocery store located between 17<sup>th</sup> and 18<sup>th</sup> avenues, to the nearest stop. The nearest outbound stop will still be in close walking distance from the entrance to Safeway, since the outbound boarding platform will extend from 19<sup>th</sup> Avenue to 18<sup>th</sup> Avenue. Inbound, the nearest stop will be at 19<sup>th</sup> Avenue, west of the intersection, an additional walk of about 400 feet.
- 24<sup>th</sup> Avenue (inbound). This stop is commonly used by students attending Lincoln High School, which is located two blocks north at 24<sup>th</sup> Avenue and Rivera Street. The nearest remaining inbound stop will be at 22<sup>nd</sup> Avenue, where the existing boarding island would be extended to meet the full length of a two-car train. Students who currently use this stop will have to walk an additional 600 feet approximately, but the 22<sup>nd</sup> Avenue stop will provide a safer train loading experience.

- 28<sup>th</sup> Avenue. This stop is among the lowest ridership on Taraval Street, but many riders have suggested the stop should not be removed due to its proximity to the Post Office at 28<sup>th</sup> Avenue and Taraval Street. Access to the nearest remaining stops would be approximately 400 feet away from the Post Office. Staff have observed this location on a nearly daily basis over the past year, and have observed few riders with large packages boarding or alighting here, but would continue to monitor it after the stop is removed to identify any issues.

The final proposal reflects a balance between the original stop removal proposal and the existing conditions, in which stops are much closer than current SFMTA stop spacing guidelines. Staff will continue to monitor the impacts of these changes during the early implementation phase to ensure L Taraval riders continue to be able to access stops.

### **Stakeholder Feedback: Stop Accessibility**

At present, there are three wheelchair-accessible key stops in each direction on the surface portion of the L Taraval, spread out over a distance of over two and a half miles. These accessible stops are located at 46<sup>th</sup> Avenue and Wawona Street; Taraval Street and Sunset Boulevard; and 22<sup>nd</sup> Avenue (23<sup>rd</sup> Avenue outbound) and Taraval Street. As originally proposed, the L Taraval Rapid Project would add new wheelchair-accessible key stops at 19<sup>th</sup> Avenue and 42<sup>nd</sup> Avenue. Boarding islands will also increase accessibility for people with visual impairments and other mobility impairments who cannot comfortably or safely board in the street.

Advocates for accessibility provided feedback to SFMTA that an additional key stop was needed near 30<sup>th</sup> Avenue to close the gap between 22<sup>nd</sup> Avenue (23<sup>rd</sup> Avenue outbound) and Sunset Boulevard, a distance of over three quarters of a mile. A key stop at this location would also allow for wheelchair users to transfer from the 66 Quintara bus stop at 30<sup>th</sup> Avenue and Taraval Street to the L Taraval. Based on this input, SFMTA staff revised the original proposal to include an inbound key stop at 30<sup>th</sup> Avenue. The matching outbound stop would be located nearby at 28<sup>th</sup> Avenue, due to grade and driveway constraints near 30<sup>th</sup> Avenue.

### **Stakeholder Feedback: Transit-only Lanes**

SFMTA staff propose to install red transit-only lanes along the track lane of Taraval Street with left turns generally permitted. Staff heard from some neighbors a concern that the loss of a travel lane would create congestion on Taraval Street, or cause traffic to reroute onto residential side streets. The final survey results showed that 49% supported transit-only lanes on Taraval Street, versus 38% who opposed them and 13% who were neutral.

The SFMTA is committed to closely evaluating the transit-only lane once implemented to measure its impact on congestion and traffic flow for one year and identify any necessary adjustments or mitigations. The lane would not be raised, as it is on sections of Judah Street, allowing cars to enter to pass double-parked vehicles. During the evaluation period, the lane would not be painted red but would have transit-only lane markings.

Some community members also suggested that the transit-only lane could be in effect only during the peak period when congestion is heaviest, and revert to a general travel lane during off-peak hours. Staff considered this proposal but did not ultimately recommend it. Taraval Street traffic volumes are not high enough to require two lanes of traffic in each direction, and a part-time transit-only lane may have poorer compliance from drivers.

There was also a suggestion from some transit riders that left turns should be prohibited at all intersections. Initial speed-and-delay data collected by SFMTA staff in 2015 did not show a significant amount of delay due to left turners, so staff are not recommending left turn restrictions at this time. However, the effects of left turning vehicles in the transit lane will be closely monitored during the early implementation phase.

### **Stakeholder Feedback: Traffic Signals**

When first introduced to the community, the L Taraval Rapid Project included two alternatives for installing traffic signals on the L Taraval route. The first alternative included up to 11 signals, with most L Taraval stops moved from the near side to the far side of the intersection after signalization. A second alternative would retain stops at the near side of the intersection where there is an existing stop sign, and signals would primarily be added at locations where stops are removed, or where there is a stop sign stopping Taraval Street, but no L Taraval stop. In both alternatives, traffic signals would include transit-signal priority, so green lights can be extended to allow trains to pass through without stopping.

Community members expressed a variety of opinions on traffic signals, with some concerned about the impacts on traffic movement, and on the visual character of the neighborhood. In general, there was consensus that traffic signals were less suitable to the western end of Taraval Street, where traffic and pedestrian volumes are lower. Based on this input, SFMTA staff updated the proposal to reduce the number of signals from up to 11 down to five, with none proposed west of 28<sup>th</sup> Avenue.

Stakeholders concerned about pedestrian safety also provided specific feedback that advance stop bars should be installed at any locations where traffic signals exist. This design feature will be incorporated at all new traffic signals added on Taraval Street.

### **Stakeholder Feedback: Pedestrian Safety Features**

In addition to boarding islands and transit bulbs at L Taraval stops, the L Taraval Rapid Project includes pedestrian bulbs at six intersections to enhance pedestrian safety. When originally proposed, the project instead included chicanes at two of these six locations: 33<sup>rd</sup> and 38<sup>th</sup> avenues. A chicane is an island that narrows the street and requires vehicles to follow a curving path, discouraging speeding. Based on community input, especially during the small group phase in April 2016, staff replaced the chicanes with pedestrian bulbs due to concerns about the visibility of chicanes in dark, foggy conditions that are common in the Parkside.

SFMTA staff have also received feedback that additional pedestrian safety measures should be included in the project. Specifically, pedestrian safety advocates have requested that the project include additional sidewalk widening and/or corner bulbs, rectangular rapid flashing beacons (RRFPS), and narrowed travel lanes. Sidewalk widening would require removing all parking in the corridor and is not proposed at this time. SFMTA staff are studying locations that may be appropriate for RRFPS, which may be incorporated in the project at some locations, particularly near school crossings.

### **Summary of Changes to Project Scope Based on Stakeholder Input**

The feedback received throughout the outreach process influenced the project design in many ways, including restoring multiple stops proposed for removal, reducing the number of traffic signals

## **PAGE 25**

proposed, replacing chicanes with pedestrian bulbs, and developing the Passenger Loading Zone Evaluation.

Specifically, the following scope of the project was modified through community feedback:

- reduction of traffic signals from up to eleven to five
- reduction of transit stop removals from seven in each direction to five and four in the outbound and inbound directions, respectively
- replacement of traffic chicanes with pedestrian bulbs at two intersections
- relocation of the 19<sup>th</sup>/Taraval inbound transit boarding island to nearside of the intersection
- introduction of two additional locations for high-level accessible platforms

## **ENVIRONMENTAL REVIEW**

The TEP Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP). All of the project proposals are within the scope of the TTRP.L: L Taraval Expanded Alternative as defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.L described here and determined that the proposed project is within the scope of the TEP FEIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project.

A subset of TEP MMRP that pertinent to the TTRP.L: L Taraval is on file with the Secretary of the SFMTA Board of Directors.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this calendar item.

## **RECOMMENDATION**

Staff recommends approving parking and traffic modifications along the L Taraval Muni transit corridor as part of the L Taraval Rapid Project, a Muni Forward and Vision Zero supporting project that would be built in coordination with replacement of rail and other street infrastructure; and amending Transportation Code, Division II, Section 601 to designate transit-only lanes on Taraval Street between 15<sup>th</sup> Avenue and 46<sup>th</sup> Avenue westbound (outbound) direction, and Taraval Street between 17<sup>th</sup> Avenue and 46<sup>th</sup> Avenue eastbound (inbound) direction.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of parking and traffic modifications along the L Taraval rapid Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals as follows:

- A. ESTABLISH – TRANSIT ONLY LANE - Taraval Street, westbound, from 15<sup>th</sup> Avenue to 46<sup>th</sup> Avenue; Taraval Street, eastbound, from 17<sup>th</sup> Avenue to 46<sup>th</sup> Avenue.
- B. ESTABLISH – TRAFFIC SIGNALS - Taraval Street at 17th Avenue (replaces four-way STOP control); Taraval Street at 18th Avenue (replaces four-way STOP control); Taraval Street at 22nd Avenue (replaces four-way STOP control); Taraval Street at 24th Avenue (replaces four-way STOP control); Taraval Street at 28th Avenue (replaces four-way STOP control).
- C. ESTABLISH – NO LEFT TURN - Taraval Street, westbound, at Sunset Boulevard; Taraval Street, eastbound, at Sunset Boulevard; Taraval Street, eastbound, at 36th Avenue; Taraval Street, westbound at 37th Avenue.
- D. ESTABLISH – RIGHT TURN ONLY - 23rd Avenue, northbound, at Taraval Street; 36th Avenue, northbound, at Taraval Street; 36th Avenue, southbound, at Taraval Street; 37th Avenue, northbound, at Taraval Street; 37th Avenue, southbound, at Taraval Street.
- E. ESTABLISH – TRANSIT STOP - Taraval Street, south side, west of 15th Avenue (rescinds farside transit stop and relocates to nearside of intersection).
- F. RESCIND – TRANSIT STOP - 15th Avenue, east side, north of Ulloa Street; 15th Avenue, west side, north of Ulloa Street; Taraval Street, north side, east of 17th Avenue; Taraval Street, south side, west of 17th Avenue; Taraval Street, north side, east of 22nd Avenue; Taraval Street, south side, west of 24th Avenue; Taraval Street, north side, east of 28th Avenue; Taraval Street, south side, west of 28th Avenue; Taraval Street, north side, east of 35th Avenue.
- G. ESTABLISH – TRANSIT BOARDING ISLANDS AND TOW-AWAY NO STOPPING ANYTIME - Taraval Street, north side, from 18th Avenue to 19th Avenue (removes 6 metered parking spaces #808, 810, 812, 814, 816, 818 and 1 passenger loading zone for transit boarding island with high-level accessible platform with ramp); Taraval Street, south side, from 19th Avenue to 20th Avenue (removes 9 metered parking spaces #905, 907, 909, 911, 913, 917, 919, 923, 925 for transit boarding island with high-level accessible platform with ramp); Taraval Street, north side, from 25th Avenue to 26th Avenue (removes 9 metered parking spaces #1502, 1504-G, 1508, 1512, 1514, 1520, 1522, 1524, 1526 for transit boarding island); Taraval Street, south side, from 26th Avenue to 27th Avenue (removes 9 metered parking spaces #1601, 1603, 1605, 1611, 1617, 1619, 1621, 1623, 1625 for transit boarding island); Taraval Street, north side, from 28th Avenue to 140 feet westerly (removes 2 white zone parking spaces, 1 blue zone parking space, and metered parking space #1812 for transit high-level accessible boarding platform with ramp); Taraval Street, north side, from 30th Avenue to 220 feet easterly (removes 7 parking spaces for transit boarding island); Taraval Street, south side, from 30th Avenue to 31st Avenue (removes 9 parking spaces for



transit boarding island with high-level accessible platform with ramp); Taraval Street, north side, from 32nd Avenue to 220 feet easterly (removes 8 parking spaces for transit boarding island); Taraval Street, south side, from 32nd Avenue to 220 feet westerly (removes 8 parking spaces for transit boarding island); Taraval Street, north side, from 40th Avenue to 220 feet easterly (removes 4 parking spaces for transit boarding island); Taraval Street, south side, from 40th Avenue to 220 feet westerly (removes 10 parking spaces for transit boarding island); Taraval Street, north side, from 42nd Avenue to 220 feet easterly (removes 7 parking spaces for transit boarding island); Taraval Street, north side, from 42nd Avenue to 140 feet westerly (removes 3 parking spaces for transit high-level accessible boarding island with ramp); Taraval Street, south side, from 42nd Avenue to 140 feet easterly (removes 4 parking spaces for transit high-level accessible boarding island with ramp); Taraval Street, south side, from 42nd Avenue to 220 feet westerly (removes 10 parking spaces for transit boarding island); Taraval Street, north side, from 44th Avenue to 220 feet easterly (removes 5 parking spaces for transit boarding island); Taraval Street, south side, from 44th Avenue to 220 feet westerly (removes 7 parking spaces for transit boarding island); Taraval Street, north side, from 45th Avenue to 46th Avenue (removes 8 parking spaces for transit boarding island).

- H. ESTABLISH – TRANSIT BOARDING ISLAND EXTENSION AND TOW-AWAY NO STOPPING ANYTIME - Taraval Street, south side, from 21st Avenue to 120 feet westerly (removes 2 metered parking spaces #1103, 1105 for extension of boarding island); Taraval Street, north side, at 23rd Avenue (removes 3 metered parking spaces #1216, 1220, 1222 for extension of boarding island); Taraval Street, north side, from 36th Ave to 140 feet easterly (removes 5 parking spaces for boarding island extension through intersection); Taraval Street, south side, at 37th avenue to 38th Avenue (removes 3 parking spaces for boarding island extension through intersection).
- I. ESTABLISH – SIDEWALK WIDENING AND – NO PARKING ANYTIME - Taraval Street, south side, from 15th Avenue to 24 feet easterly (for a 6-foot wide pedestrian bulb); 15th Avenue, east side, from Taraval Street to 123 feet southerly (removes 4 parking spaces for a 9-foot wide transit bulb); Taraval Street, south side, from 15th Avenue to 116 feet westerly (for a 20-foot wide transit bulb); 15th Avenue, west side, from Taraval Street to 23 feet southerly (for a 4-foot wide pedestrian bulb); Taraval Street, south side, from 20th Avenue to 23 feet westerly (for a 6-foot wide pedestrian bulb); 20th Avenue, west side, from Taraval Street to 23 feet southerly (removes metered green parking space #2403-G for a 6-foot wide pedestrian bulb); Taraval Street, north side, from 20th Avenue to 23 feet easterly (for a 6-foot wide pedestrian bulb); 20th Avenue, east side, from Taraval Street to 23 feet northerly (removes metered parking space #2368 for pedestrian bulb); Taraval Street, north side, from 21st Avenue to 23 feet easterly (for a 6-foot wide pedestrian bulb); 21st Avenue, east side, from Taraval Street to 23 feet northerly (removes parking meter space #2370 for 6-foot wide pedestrian bulb); Taraval Street, north side, from 22nd Avenue to 23 feet easterly (removes metered parking space #1128 for pedestrian bulb); 22nd Avenue, east side, from Taraval Street to 23 feet northerly (removes metered parking space #2368 for pedestrian bulb); Taraval Street, south side, from 22nd Avenue to 23 feet westerly (removes metered yellow parking space #1201 for pedestrian bulb); 22nd Avenue, west side, from Taraval Street to 19 feet southerly (for a 6-foot wide pedestrian bulb); Taraval Street, south side, from 24th Street to 23 feet westerly (removes metered parking space #1401 for pedestrian bulb); 24th Avenue, west side, from Taraval Street to 23 feet southerly (removes 2 parking spaces for pedestrian bulb); Taraval Street, north side, from 24th Street to 23 feet easterly (removes metered parking space #1326 for pedestrian bulb); 24th Avenue, east side, from Taraval Street to 23 feet northerly (removes 2 parking spaces for a 6-foot wide pedestrian

bulb); Taraval Street, south side, from 33rd Avenue to 23 feet westerly (removes 1 parking space for a 6-foot wide pedestrian bulb); 33rd Avenue, west side, from Taraval Street to 23 feet southerly (for a 6-foot wide pedestrian bulb); Taraval Street, north side, from 33rd Avenue to 23 feet easterly (removes 1 parking space for a 6-foot wide pedestrian bulb); 33rd Avenue, east side, from Taraval Street to 23 feet northerly (removes 1 parking space for a 6-foot wide pedestrian bulb); Taraval Street, south side, from 38th Avenue to 23 feet westerly (for a 6-foot wide pedestrian bulb); 38th Avenue, west side, from Taraval Street to 23 feet southerly (removes 1 parking space for a 6-foot wide pedestrian bulb); Taraval Street, north side, from 38th Avenue to 23 feet easterly (for a 6-foot wide pedestrian bulb); 38th Avenue, east side, from Taraval Street to 23 feet northerly (for a 6-foot wide pedestrian bulb).

- J. ESTABLISH – PASSENGER LOADING ZONE DURING POSTED SERVICE HOURS - 36th Avenue, east side, from Taraval Street to 40 feet northerly (relocates passenger loading zone from 2540 Taraval Street).
- K. ESTABLISH - GREEN METERED PARKING, 30-MINUTE LIMIT, 9 AM TO NOON AND 2 PM TO 5 PM MONDAY THROUGH FRIDAY AND 9 AM TO 5 PM SATURDAY AND PART TIME PASSENGER LOADING ZONE, NOON TO 2 PM MONDAY THROUGH FRIDAY AND 5 PM TO 10 PM EVERYDAY - 18th Avenue, west side, from Taraval Street to 27 feet northerly (relocates passenger zone at 800 Taraval Street to metered space #2399).
- L. ESTABLISH – GREEN ZONE, 9 AM TO 6 PM MONDAY THROUGH SATURDAY - 28th Avenue, west side, from 60 feet to 110 feet northerly (extends existing green zone by 50 feet); 36th Avenue, east side, from 40 feet to 100 feet north of Taraval Street (shifts existing 60' green zone north to accommodate passenger loading zone relocation).
- M. ESTABLISH – YELLOW METER LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM MONDAY THROUGH FRIDAY - 26th Avenue, west side, from Taraval Street to 25 feet southerly (relocates yellow metered loading space #1605 from 1617 Taraval Street).
- N. ESTABLISH – YELLOW METER LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM MONDAY THROUGH SATURDAY - 20th Avenue, east side, from 73 feet to 95 feet south of Taraval Street (converts general meter parking space #2410).
- O. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM MONDAY THROUGH SATURDAY - 18th Avenue, west side, from 49 feet to 77 feet north of Taraval Street (relocates yellow metered loading space #818 from 870 Taraval Street to metered space # 2395).
- P. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM SATURDAY - 17th Avenue, west side, from Taraval Street to 100 feet northerly; 17th Avenue, east side, from 22 feet to 86 feet north of Taraval Street; 17th Avenue, west side, from Taraval Street to 80 feet southerly; 19th Avenue, west side, from 32 feet to 136 feet north of Taraval Street (SFMTA 7/7/2015 Board of Directors meeting approved the relocation of the 28-19th Avenue bus stop from nearside to farside of intersection); 19th Avenue, east side, 171 feet to 380 feet north of Taraval Street; 19th Avenue, east side, 35 feet to 53 feet south of Taraval Street; 21st Avenue, west side, from 73 feet to 105 feet north of Taraval Street; 22nd Avenue, west side, from 95 feet to 118 feet north of Taraval Street; 25th Avenue, west side, from Taraval Street to 85 feet southerly; 25th Avenue, east side, from Taraval Street to 100 feet southerly; 25th Avenue, west side, from Taraval Street to 25 feet northerly; 25th Avenue, east side, from Taraval Street to 80 feet northerly; 26th Avenue, west side, from Taraval Street to 40 feet northerly; 26th Avenue, east side, from Taraval Street to 95 feet southerly; 26th Avenue, east side, from Taraval Street to 85 feet northerly; 27th Avenue, west side, from Taraval Street to 40 feet northerly; 27th Avenue, east side,

from Taraval Street to 40 feet southerly; 29th Avenue, east side, from 40 feet to 60 feet south of Taraval Street.

- Q. ESTABLISH – PERPENDICULAR PARKING - Santiago Street, south side, from 21st Avenue to 22nd Avenue; Santiago Street, south side, from 27th Avenue to 28th Avenue; Santiago Street, south side, from 30th Avenue to 31st Avenue; Santiago Street, south side, from 32nd Avenue to 33rd Avenue; Santiago Street, south side, from 40th Avenue to 41st Avenue; Santiago Street, south side, from 41st Avenue to 42nd Avenue; Santiago Street, south side, from 42nd Avenue to 43rd Avenue; Santiago Street, south side, from 45th Avenue to 46th Avenue; Ulloa Street, north side, from 16th Avenue to 17th Avenue; Ulloa Street, south side, from 25th Avenue to 26th Avenue; Ulloa Street, north side, from 28th Avenue to 29th Avenue; Ulloa Street, north side, from 32nd Avenue to 33rd Avenue; Ulloa Street, north side, from 41st Avenue to 42nd Avenue; Ulloa Street, north side, from 43rd Avenue to 44th Avenue.
- R. ESTABLISH – PERPENDICULAR PARKING AND GENERAL METER 2 HOUR PARKING, 9 AM TO 6 PM MONDAY THROUGH SATURDAY - Taraval Street, south side, from 14th Avenue to 93 feet westerly (converts 4 parallel metered spaces # 401, 403, 405, 409 to 10 perpendicular metered spaces).
- S. ESTABLISH – 45 DEGREE ANGLED PARKING - 30th Avenue, west side, from Ulloa Street to 70 feet northerly; 31st Avenue, east side, from Ulloa Street to 107 feet northerly; 34th Avenue, west side, from Taraval Street to 47 feet southerly; 35th Avenue, west side, from Taraval Street to 75 feet southerly; 38th Avenue, west side, from Ulloa Street to 60 feet northerly; 39th Avenue, west side, from Ulloa Street to 72 feet northerly; 42nd Avenue, west side, from Taraval Street to 60 feet southerly; 45th Avenue, east side, from Ulloa Street to 72 feet southerly; 45th Avenue, east side, from Vicente Street to 72 feet northerly; 47th Avenue, east side, from Taraval Street to 60 feet southerly; Funston Avenue, west side, from Taraval Street to 130 feet southerly.
- T. ESTABLISH – 45 DEGREE ANGLED PARKING AND UNMETERED GENERAL PARKING, 1-HOUR TIME LIMIT, 7 AM TO 6 PM MONDAY THROUGH SATURDAY - 31st Avenue, west side, from Taraval Street to 60 feet southerly; 32nd Avenue, west side, from Taraval Street to 83 feet southerly; 46th Avenue, east side, from Taraval Street to 70 feet northerly.
- U. ESTABLISH – UNMETERED GENERAL PARKING, 1 HOUR TIME LIMIT, 7 AM TO 6 PM MONDAY THROUGH SATURDAY - 29th Avenue, west side, from Taraval Street to 60 feet northerly; 30th Avenue, west side, from Taraval Street to 23 feet southerly; 31st Avenue, east side, from Taraval Street to 60 feet northerly; 31st Avenue, east side, from 53 feet to 88 feet south of Taraval Street; 31st Avenue, west side, from Taraval Street to 100 feet northerly; 32nd Avenue, east side, from 20 feet to 75 feet north of Taraval Street; 32nd Avenue, east side, from 25 feet to 70 feet south of Taraval Street; 32nd Avenue, west side, from Taraval Street to 75 feet northerly; 33rd Avenue, west side, from Taraval Street to 80 feet northerly; 33rd Avenue, west side, from 35 feet to 70 feet south of Taraval Street; 33rd Avenue, east side, from 23 feet to 72 feet north of Taraval Street; 33rd Avenue, east side, from 22 feet to 85 feet south of Taraval Street; 38th Avenue, west side, from 40 feet to 100 feet north of Taraval Street; 40th Avenue, west side, from Taraval Street to 21 feet northerly; 41st Avenue, east side, from Taraval Street to 60 feet northerly; 46th Avenue, west side, from Taraval Street to 100 feet northerly; Taraval Street, north side, from 29th Avenue to 20 feet westerly; Taraval Street, south side, from 29th Avenue to 30th Avenue; Taraval Street, north side, from 41st Avenue to 20 feet westerly; Taraval Street, south side, from 41st Avenue to 55 feet westerly; Taraval Street, south side, from 46th Avenue to 90 feet easterly.

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, Approval for traffic and parking modifications to implement various projects along the L Taraval Muni transit corridor included in the Service-Related Capital Improvements of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), relies on said FEIR, and information pertaining to the FEIR is set forth in a SFMTA Resolution No 14-041, which is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted approval findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, SFMTA staff proposes to adopt the proposed project's Modified Expanded Alternative, which includes parking and traffic improvements from both the Modified and Expanded Alternatives; and,

WHEREAS, With more reliable light rail transit service on one of the busiest lines, SFMTA will have fewer needs for last-minute service adjustments, a more stable service environment for resource-need assessment, and will be able to more reliably and effectively allocate transit resources and deliver service overall; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FEIR. The actions approved herein would not necessitate implementation of additional or considerably different mitigation measures that those identified in the FEIR; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II, Section 601 to designate transit-only lanes on Taraval Street between 15<sup>th</sup> Avenue and 46<sup>th</sup> Avenue westbound (outbound) direction, and Taraval Street between 17<sup>th</sup> Avenue and 46<sup>th</sup> Avenue eastbound (inbound) direction; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the Mitigation Monitoring and Reporting Program as a condition of approval; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications set forth in items A through U above along the L Taraval Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 20, 2016.

---

Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

[Transportation Code – Taraval Street Transit Only Lanes]

**Resolution amending the Transportation Code to designate transit-only lanes on Taraval Street westbound (outbound) direction between 15th Avenue and 46th Avenue, and Taraval Street eastbound (inbound) direction between 46th Avenue and 17th Avenue.**

NOTE: Additions are single-underline Times New Roman; deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by revising Section 601, to read as follows:

**SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.**

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

(1) **Cable Car Lanes On Powell Street Between California Street and Sutter Street.** Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on Powell Street between California and Sutter Streets except to pass a disabled vehicle.

(2) **West Portal Avenue Between 15th Avenue and Sloat Boulevard.** Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on West Portal Avenue between 15th Avenue and Sloat Boulevard.

(3) **Exclusive Commercial Vehicle/Transit Area on Sansome Street.** Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no

vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street.

(4) **Exclusive Transit/Taxi/Commercial Vehicle Area on Powell Street from Ellis Street to O'Farrell Street in the Northbound (Outbound) Direction, and from O'Farrell Street to Ellis Street in the Southbound (Inbound) Direction.** Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit/Taxi/Commercial Vehicle-only Area on Powell Street from Ellis Street to O'Farrell Street in the northbound (outbound) direction, and from O'Farrell Street to Ellis Street in the southbound (inbound) direction.

(5) **Judah Street, from 9th Avenue to 20th Avenue.** Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on Judah Street from 9th Avenue to 20th Avenue.

(6) **Van Ness Avenue, from Filbert Street to Market Street.** Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Filbert Street to Market Street.

(7) **Van Ness Avenue, from Filbert Street to Lombard Street.** Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Filbert Street to Lombard Street southbound.

(8) **Van Ness Avenue, from Chestnut Street to 150 Feet North of Bay Street.** Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Chestnut Street to 150 feet north of Bay Street northbound.

(9) **Van Ness Avenue, from North Point Street to Chestnut Street.** Except as to Municipal Railway and Golden Gate Transit vehicles and authorized

emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from North Point Street to Chestnut Street southbound.

(10) **South Van Ness Avenue, from Market Street to Mission Street.**

Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on South Van Ness Avenue from Market Street to Mission Street.

(11) **Other Transit-Only Areas.** Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or existing from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

<b>Hours of Operation</b>	<b>Street</b>	<b>From</b>	<b>To</b>
All times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Harrison St.	Townsend St.
	4th St.	Market St.	Howard St.
	16th St. (Inbound)	Third St.	Church St.
	16th St. (Outbound)	Bryant St.	Potrero Ave.
	16th Street Outbound	Vermont	Third
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Geary St.	Market St.	Powell St.
	Geary St.	Mason St.	Gough St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Market St. (Inbound)	12th St.	3rd St.
	Market St. (Outbound)	So. Van Ness Ave.	3rd St.
	Mission St. (Inbound)	Randall St.	Cesar Chavez St.
	Mission St. (Outbound)	11th St.	South Van Ness Ave.
	Mission St. (Outbound)	Duboce Ave.	Randall St.



	O'Farrell St.	Gough St.	Hyde St.
	O'Farrell St.	Jones St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (SB)	25th St.	18th St.
	Stockton St.	Bush St.	Geary St.
	Sutter St.	Gough St.	Kearny St.
	<u>Taraval St. (Inbound)</u>	<u>46th Ave.</u>	<u>17th Ave.</u>
	<u>Taraval St. (Outbound)</u>	<u>15th Ave.</u>	<u>46th Ave.</u>
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Drumm St.	Kearny St.
7:00 AM-7:00 PM, Monday-Saturday	Stockton St.	Geary St.	O'Farrell St.
7:00 AM-6:00 PM, Monday-Friday	Mission St. (Inbound)	5th St.	Beale St.
	Mission St. (Outbound)	Main St.	4th St.
7:00 AM-9:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
	O'Farrell St.	Hyde St.	Jones St.
	Clay St.	Powell St.	Battery St.
4:00 PM-6:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
	Mission St. (Outbound)	4th St.	11th St.
	Geary St.	Mason St.	Powell St.
	Sacramento St.	Kearny St.	Larkin St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
3:00 PM-7:00 PM, Monday-Friday	Bush St.	Montgomery St.	Battery St.
	4th St.	Howard St.	Clementina

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are

explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JOHN I. KENNEDY  
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 20, 2016.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency  
n:\legana\as2016\1600790\01132013.docx