

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving traffic and parking modifications on Taylor Street from Market Street to Sutter Streets to improve traffic safety, public space, and curb operations for the community as part of the Safer Taylor Street Streetscape Project.



SUMMARY:

- The Safer Taylor Street Streetscape project will result in a traffic lane reduction, parking and loading zone changes, new transit bulbs for Muni routes on cross streets, and other street enhancements to improve safety for all users.
- This project as a key part of the City's Vision Zero commitment, to improve traffic safety on the High Injury Network, the 13% of streets that represent 75% of injuries and fatalities.
- The project team used diverse public engagement tools to educate and empower the community during the transportation planning process.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Safer Taylor Street Corridor Graphic

APPROVALS:

	DATE
DIRECTOR  _____	<u>10/9/2018</u>
SECRETARY  _____	<u>10/9/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: October 16, 2018

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PURPOSE

Approving traffic and parking modifications on Taylor Street from Market Street to Sutter Streets to improve traffic safety, public space, and curb operations for the community as part of the Safer Taylor Street Streetscape project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following San Francisco Municipal Transportation Agency (SFMTA) Strategic Plan Goals and Transit First Policy Principles:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2: Enhance and expand use of the city's sustainable modes of Transportation.

Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

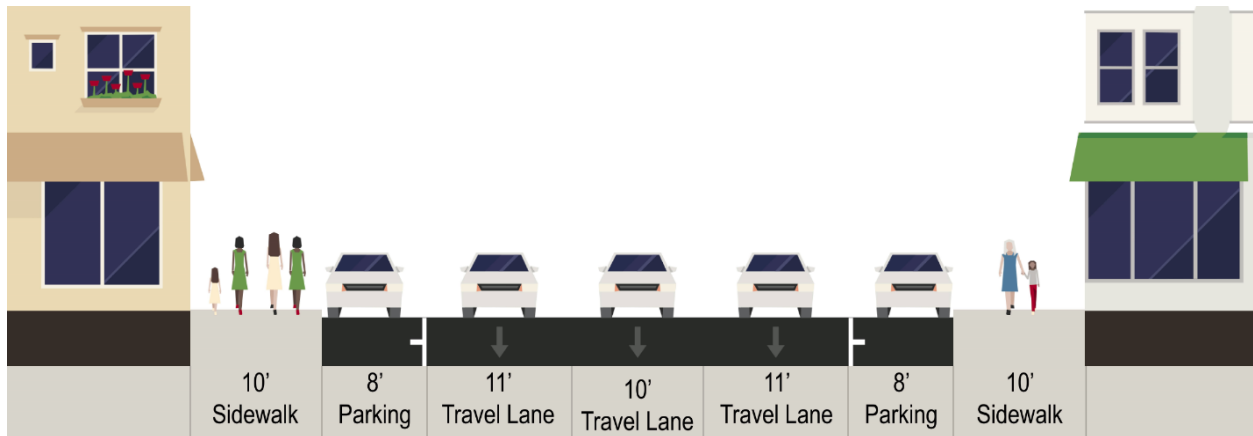
Transit First Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
3. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
4. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
5. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation

DESCRIPTION

The Safer Taylor Street Project is a critical component of the City’s Vision Zero goal to eliminate all traffic deaths. Taylor Street is on the Vision Zero High Injury Network, one of the 13% of streets that account for 75% of the City’s injuries and fatalities. From 2011 to 2016, there were 109 collisions on Taylor Street from Market to Sutter streets, of which 69 collisions involved people walking or biking. On average, one person walking or biking is injured every month. People who walk on this segment of Taylor Street are 30 times more likely to be injured or killed by a car than the average elsewhere in San Francisco. 71% of pedestrians involved in collisions are at-risk populations, including children and seniors. Further, the most socio-economically vulnerable citizens of San Francisco are disproportionately impacted by traffic injuries and fatalities.

Taylor Street in the project area is a one-way, three-lane, northbound street in the Tenderloin and Lower Nob Hill neighborhoods. Pedestrian volumes are high, composing 38% of all traffic on Taylor Street. Sidewalks on both sides of the street vary from 12 to 15 feet wide. Less than half of the curb ramps meet Americans with Disability Act (ADA) requirements. Cyclist volumes are low, composing 1% of all traffic on Taylor Street.



Existing general configuration of Taylor Street from Market to Sutter streets

Muni service does not run on Taylor Street but is active on cross streets, including the 38/38R Geary, 27 Bryant, 2 Clement, 3 Jackson, 31 Balboa, and 7X Noriega routes. Existing curb uses include general metered parking; commercial loading supporting major event venues, hotels, and small businesses; passenger loading supporting family housing, event venues, and hotels; and critical mobile services like Lava Mae, Pit Stop, and food donation delivery.

Vehicular volumes compose 62% of all traffic on Taylor Street, but existing demand is lower than capacity. The three northbound lanes currently provide an approximate capacity of 2,400 vehicles per hour, while the peak demand during the day varies from 1,150 vehicles incoming across Market Street, dropping to 900 vehicles north of the first block at Turk Street. Taylor Street is one of several connection options for traffic incoming from Interstate 280 and the South of Market

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neighborhood to north of Market Street.

The Taylor Street community is one of the densest and most diverse concentrations of residents, businesses, and service organizations in the city. The median income is 70% lower than the City average and the senior population (over the age of 65) is four times higher than the average. Eight public health facilities, 17 community centers, six playgrounds, and seven religious institutions are within ¼ mile. On the corridor, major event venues include Golden Gate Theatre, the Warfield, and Cutting Ball Theatre; businesses include the Hilton San Francisco Union Square, Clift Hotel, Pianofight, Tilden Hotel, and The Marker San Francisco; and significant community institutions include Glide Memorial Church, Tenderloin Neighborhood Development Corporation, and San Francisco City Impact.

This project originated from Tenderloin community demand for Vision Zero corridor projects in their neighborhood; every street in the Tenderloin is a High Injury Network street. The SFMTA, with community partners, submitted a successful competitive application to the Caltrans Transportation Planning Grant program and commenced a robust community planning effort in April 2017.

The SFMTA is proposing a traffic lane reduction and pedestrian safety improvements on Taylor Street from Market Street to Sutter Street in the Tenderloin neighborhood. The proposed project includes three blocks of widened sidewalks between Turk Street and Ellis Street, providing additional space for walking. This project results in one through lane and one turn lane/pocket on Taylor Street between Turk Street and Ellis Street, and two through lanes and one turn lane/pocket on Taylor Street between Ellis Street and Sutter Street. Additionally, the project proposes 36 pedestrian bulbs to shorten crossing distances and improve pedestrian visibility; new traffic signal hardware and timing throughout the corridor; and new color curbs to improve passenger and commercial loading to the diverse establishments on Taylor Street, including residences, businesses, social service organizations, hotels, and event venues.

SFMTA Board approval is required only for the parking and traffic modifications for this project, which improve the street on their own, but importantly facilitate many improvements that are not under SFMTA Board jurisdiction, such as the sidewalk widening and pedestrian bulbs which is under Public Works jurisdiction.

The goals of this project are to:

- Design the street to be safer for people who walk, bike, load, and drive
- Activate the street to be a better “front yard” for those who live and work in the area
- Empower the people of the Tenderloin to shape their neighborhood
- Respect the diversity of the neighborhood by reaching out to residents, workers, community leaders, and business leaders from all backgrounds

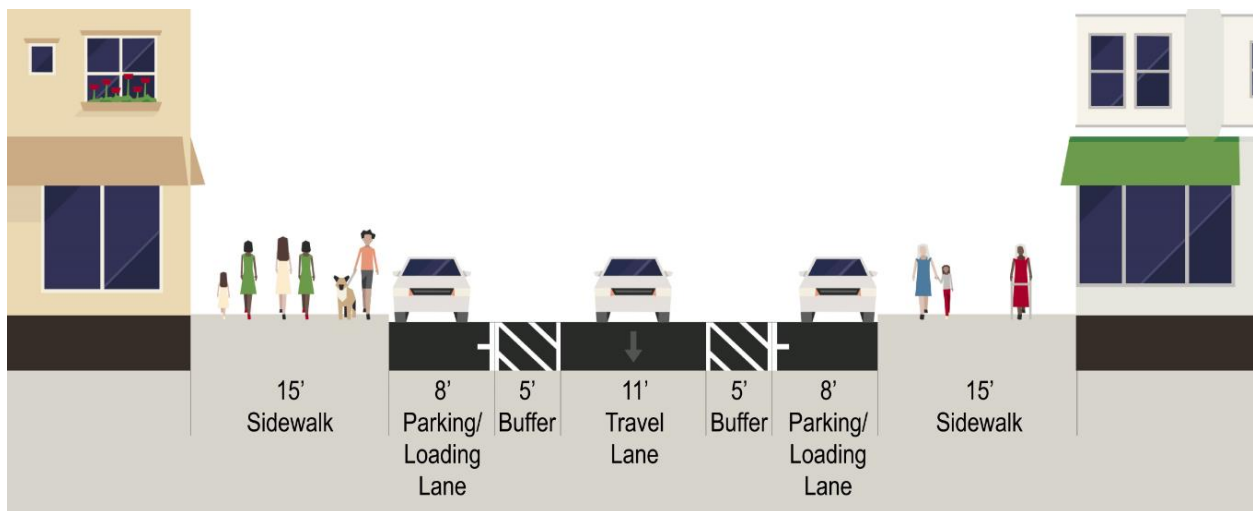
PROJECT ELEMENTS

The Safer Taylor Street project includes a buildout of major elements and community amenities that will improve traffic safety while also improving neighborhood livability. In addition to these elements, this project will include partial or complete repaving of the street, coordination with utility improvements, and coordination with adjacent private and public construction projects.

The major elements are detailed as follows:

- Sidewalk widening along entire blocks on both sides of the street. (Public Works approval required)
- A traffic lane reduction from three lanes to one through lane plus one turn lane (from Market to Ellis streets) and two through lanes plus one turn lane (from Ellis to Sutter streets) to mitigate pedestrian crashes.
- Upgraded traffic signal infrastructure and timing.
- Reductions in the number of general metered parking spaces as a result of sidewalk widening and increased white and yellow loading zones.
- Increase in the number of loading zones.
- Landscaping, street furniture, and community art (to be determined) which is not subject to SFMTA Board approval.

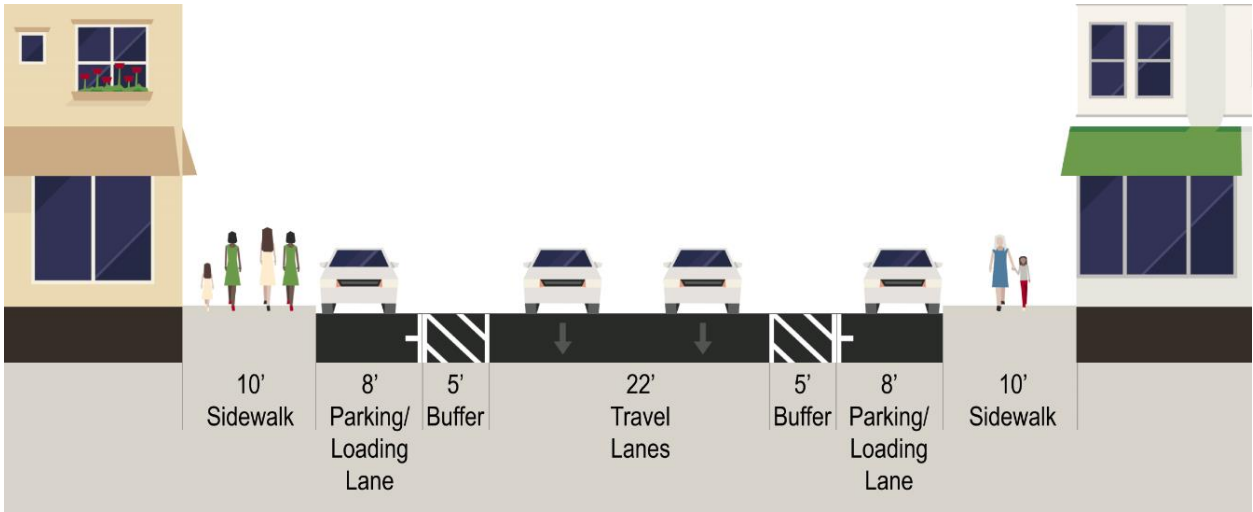
SFMTA Board approval is required for the parking and traffic modifications associated with these improvements which are listed in the Proposed Parking and Traffic Modifications section below.



Proposed general configuration of Taylor Street between Market and Ellis streets



Rendering of proposed configuration of Taylor Street from Turk to Eddy streets



Proposed general configuration of Taylor Street from Ellis to Sutter streets

Street Safety

Crash analysis on Taylor Street showed that the number of travel lanes and resulting excess capacity was a factor in 95% of crashes involving pedestrians. This project proposes to remove

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underutilized travel lanes, thereby calming traffic and directly addressing the most important collision factor on Taylor Street. The resulting space will instead be allocated to improved pedestrian infrastructure, including wider sidewalks and pedestrian bulbs at intersections. New bulb-outs and curb ramps at intersections will shorten crossing distances, improve sightlines of crossing pedestrians, slow turning vehicles, and provide greater accessibility to people with physical impairments.

This project will install new traffic signal infrastructure, creating protected turns that separate people walking from cars turning. This project will also construct new transit bulbs and associated shelter improvements at key intersections for people accessing the street via transit.

SFMTA staff considered new space generated from the lane reduction as an opportunity to provide new bicycle facilities. SFMTA staff proposed several alternatives that in community meetings. Feedback from stakeholders was negative due to concerns about pedestrian/cyclist conflicts and social concerns about gentrification. This factor, in combination with engineering challenges with the steep grade and street widths, led the SFMTA to not include a bike facility recommendation. This project will still lead to a more comfortable experience for people biking on Taylor Street due to traffic calming and resulting slower vehicle speeds when sharing a lane.

Curb Management

Parking-related activity on Taylor Street is intense throughout the day and night, due to the variety of land uses in the project area. Critical curb uses for the corridor include paratransit passenger loading, tour bus passenger loading, semi-trailer commercial loading, single-unit truck loading, and transportation network company (TNC) passenger loading. General parking is underused by the community due to low car ownership.

This project proposes the following changes to parking spaces:

- Commercial loading zones remain at 73
- Passenger loading zones increased from 59 to 70
- General metered parking spaces reduced from 66 to 47
- Accessible blue zones remain at five
- Motorcycle parking spaces remain at four

Parking spaces will be relocated and optimized based on known community needs and the proposed pedestrian bulb-outs. In addition to these changes, this project proposes to install a five foot striped buffer on both sides of the street, located between the travel lanes and parking lanes. This space is intended to be multifunctional: for left side paratransit loading, create a space for emergency services, and to provide additional space for oversize vehicles parking at theaters and concert venues.

Vehicle Operations

This project proposes a traffic lane reduction from three travel lanes on Taylor Street to one through lane plus one turn pocket (south of Ellis Street) and two through lanes plus one turn pocket (north of Ellis). The current three lane configuration experiences a maximum demand of 48% of its capacity during the most congested one hour of the day; demand is even lower during the non-peak hours. Spatially, vehicle lanes comprise 67% of the public right of way on Taylor Street. These travel lanes are underused and as a result contribute to the severe traffic collision history on this corridor.

The proposed project is not expected to divert traffic to other streets. The number of through lanes and the length of turn pockets at intersections have been sized to accommodate existing traffic volumes.

Operationally, this project proposes a northbound left turn prohibition on Taylor Street at Eddy Street. This left turn movement was created as a result of the two-way conversion of Eddy Street in 2017, and observations show that this has been a low volume movement since its installation. The prohibition ensures adequate operation for this intersection, as opposed to installing a protected left turn, which would degrade vehicle traffic operations to less than desired levels.

PROPOSED PARKING AND TRAFFIC MODIFICATIONS

- A. ESTABLISH – NO LEFT TURN - Taylor Street, northbound, at Eddy Street
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME (SIDEWALK WIDENING) - Taylor Street, west side, from Golden Gate Avenue to 29 feet northerly (widens sidewalk by 6 feet, removes meter #5); Golden Gate Avenue, north side, from Taylor Street to 59 feet westerly (widens sidewalk by 6 feet, removes meters #4, #6); Taylor Street, west side, from Turk Street to 22 feet southerly (widens sidewalk by 6 feet); Turk Street, north side, from Taylor Street to 38 feet westerly (widens sidewalk by 6 feet, removes 20 feet blue zone and meter #104); Turk Street, north side, from Taylor Street to 23 feet easterly (widens sidewalk by 6 feet); Taylor Street, west side, from Turk Street to 20 feet northerly (widens sidewalk by 6 feet); Taylor Street, west side, from Eddy Street to 20 feet southerly (widens sidewalk by 6 feet); Eddy Street, south side, from Taylor Street to 20 feet westerly (widens sidewalk by 6 feet); Eddy Street, south side, from Taylor Street to 64 feet easterly (widens sidewalk by 6 feet, establishes bus bulb in 80 foot bus zone); Eddy Street, north side, from Taylor Street to 20 feet westerly (widens sidewalk by 6 feet, removes meter #206); Eddy Street, north side, from Taylor Street to 24 feet easterly (widens sidewalk by 6 feet); Taylor Street, west side, from Ellis Street to 47 feet southerly (widens sidewalk by 6 feet, removes meter #229); Taylor Street, east side, from Ellis Street to 45 feet southerly (widens sidewalk by 6 feet, removes meters #226, #228); Taylor Street, west side, from 27 feet to 51 feet north of Ellis Street (widens sidewalk by 11 feet); Ellis Street, north side, from Taylor Street to 63 feet westerly (widens sidewalk by 8 feet, establishes bus bulb in 77 foot bus zone); Ellis Street, north side, from Taylor Street to 23 feet easterly (widens sidewalk by 6 feet); Ellis Street, south side, from Taylor Street to 23 feet easterly (widens sidewalk by 6 feet);

sidewalk by 6 feet); Taylor Street, west side, from O'Farrell Street to 32 feet southerly (widens sidewalk by 6 feet); Taylor Street, east side, from Ellis Street to 18 feet northerly (widens sidewalk by 6 feet, shortens existing 249 feet white zone by 18 feet); Taylor Street, east side, from O'Farrell Street to 30 feet southerly (widens sidewalk by 6 feet); O'Farrell Street, south side, from Taylor Street to 18 feet easterly (widens sidewalk by 6 feet, shortens existing 261 feet white zone by 18 feet); Taylor Street, west side, from O'Farrell Street to 18 feet northerly (widens sidewalk by 6 feet, shortens existing 67 feet white zone by 8 feet); Taylor Street, east side, from O'Farrell Street to 18 feet northerly (widens sidewalk by 6 feet); Taylor Street, east side, from Geary Street to 35 feet southerly (widens sidewalk by 6 feet); Taylor Street, west side, from Geary Street to 33 feet southerly (widens sidewalk by 6 feet); Post Street, south side, from Taylor Street to 63 feet easterly (widens sidewalk by 6 feet, establishes bus bulb in 80 feet bus zone); Post Street, south side, from Taylor Street to 20 to 23 feet westerly (widens sidewalk by 6 feet); Taylor Street, west side, from Geary Street to 20 feet northerly (widens sidewalk by 6 feet); Taylor Street, east side, from Geary Street to 19 feet northerly (widens sidewalk by 6 feet, removes 1 blue zone); Taylor Street, east side, from Post Street to 33 feet southerly (widens sidewalk by 6 feet); Post Street, south side, from Taylor Street to 23 feet westerly (widens sidewalk by 6 feet); Post Street, north side, from Taylor Street to 20 feet westerly (widens sidewalk by 6 feet); Taylor Street, east side, from Sutter Street to 18 feet southerly (widens sidewalk by 6 feet); Taylor Street, west side, from Sutter Street to 36 feet southerly (widens sidewalk by 6 feet); Sutter Street, south side, from Taylor Street to 21 feet westerly (widens sidewalk by 6 feet, removes meter #701)

- C. RESCIND – GENERAL METERED PARKING - Taylor Street, west side, from 119 to 221 feet south of Eddy Street (removes meters #107, #109, #111, #113, #115); Taylor Street, west side, from 20 to 80 feet south of Eddy Street (removes meters #123, #125, #127); Taylor Street, west side, from 44 to 69 feet south of Ellis Street (removes meter #227); Taylor Street, west side, from 132 to 177 feet south of O'Farrell Street (removes meters #313, #309); Golden Gate Avenue, north side, from 81 to 103 feet west of Taylor Street (removes meters #10, #14); Turk Street, north side, from 40 to 60 feet west of Taylor Street (removes meter #106); Eddy Street, north side, from 34 to 56 feet west of Taylor Street (removes meter #208)
- D. RESCIND – PASSENGER LOADING ZONE, DURING PERFORMANCES - Taylor Street, west side, from 33 to 55 feet north of Golden Gate Avenue (removes 22 feet white zone)
- E. RESCIND – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY - Taylor Street, west side, from 80 to 119 feet south of Eddy Street (removes 39 feet white zone)
- F. RESCIND – PASSENGER LOADING ZONE - Taylor Street, west side, from 88 to 132 feet south of O'Farrell Street (removes 44 feet white zone)
- G. RESCIND – METERED YELLOW ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Taylor Street, west side, from 177 to 223 feet south of O'Farrell Street (removes meters #305, #307); Taylor Street, west side, from 22 to 44 feet south of Ellis Street (removes meter #229); Taylor Street, west side, from 10 to 54 feet north of Turk Street (removes meters #103, #105); Taylor Street, west side, from 55 to 253 feet north of Golden

- Gate Avenue (removes meters #9, #11, #13, #15, #17, #21, #23, #25, #27)
- H. RESCIND – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Taylor Street, west side, from 28 to 88 feet south of O’Farrell Street (removes meters #323, #325, #327)
 - I. ESTABLISH – GENERAL METERED PARKING - Taylor Street, west side, from 42 to 60 feet south of Eddy Street (relocates meter #123); Taylor Street, west side, from 110 to 210 feet south of Eddy Street (relocates meters #107, #109, #111, #113, #115)
 - J. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY - Taylor Street, west side, from 60 to 110 feet south of Eddy Street (extends and relocates existing 39 feet white zone by 11 feet)
 - K. ESTABLISH – PASSENGER LOADING ZONE, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY - Taylor Street, east side, from 19 to 32 feet north of Geary Street (extends existing 22 feet part-time white zone by 13 feet)
 - L. ESTABLISH – PASSENGER LOADING ZONE - Taylor Street, west side, from 92 to 139 feet south of O’Farrell Street (relocates existing 44 feet white zone); Taylor Street, west side, from 182 to 225 feet south of O’Farrell Street (relocates existing 49 feet white zone)
 - M. ESTABLISH – PASSENGER LOADING ZONE, DURING PERFORMANCES - Taylor Street, west side, from 29 to 73 feet north of Golden Gate Avenue (relocates existing 44 feet white zone); Golden Gate Avenue, north side, from 81 to 103 feet west of Taylor Street (relocates meters #4, #6)
 - N. ESTABLISH – METERED YELLOW ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Eddy Street, north side, from 20 to 56 feet west of Taylor Street (relocates meter #206) (Supervisor District 6)
 - O. ESTABLISH – METERED YELLOW ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Taylor Street, west side, from 20 to 42 feet south of Eddy Street; Taylor Street, west side, from 136 to 182 feet south of O’Farrell Street (relocates meters #305, #307); Taylor Street, west side, from 47 to 69 feet south of Ellis Street (relocates meter #227); Taylor Street, east side, from 19 to 32 feet north of Geary Street (extends existing 22 feet yellow zone by 13 feet); Taylor Street, west side, from 20 to 64 feet north of Turk Street (relocates meters #103, #105); Taylor Street, west side, from 73 to 253 feet north of Golden Gate Avenue (relocates meters #9, #11, #13, #15, #17, #21, #23, #25, #27)
 - P. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Taylor Street, west side, from 32 to 92 feet south of O’Farrell Street (relocates meters #327, #325, #323); Taylor Street, east side, from 45 to 89 feet south of Ellis Street (relocates meters #226, #228)
 - Q. ESTABLISH – BLUE ZONE - Taylor Street, east side, from 4 to 32 feet north of Derby Street (relocates existing 28 feet blue zone, removes meter #510); Turk Street, north side, from 38 to 60 feet west of Taylor Street (extends and relocates existing 20 feet blue zone)

STAKEHOLDER ENGAGEMENT

The Safer Taylor Street project employed unique and broad community partnership efforts during the planning process. This robust public process had several objectives:

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- Build community trust through transparency
- Engage citizens that often do not participate in transportation planning projects
- Educate the community on traffic safety issues and solutions
- Empower the public to make design decisions collaboratively with the City

The specific community outreach strategies are detailed below, and included:

- Community Working Group
- Pop-Up Demonstration
- Community Events
- Photo Voice
- Open Houses
- Project Website and Social Media Presence

This suite of community engagement reached nearly 1,500 community members over the course of 42 events and meetings.

Community Working Group

The SFMTA formed a community working group that met regularly to discuss critical design decisions and maintain full transparency on the planning process. The group officially met three times between June 2017 and July 2018. Regular members of this group included neighborhood residents and representatives of the following institutions:

- Glide Memorial Church
- Tenderloin Neighborhood Development Corporation (TNDC)
- Central City SRO Collaborative
- Tenderloin Central Business District (TLCBD)
- Hilton Hotel
- Clift Hotel
- Tilden Hotel
- Golden Gate Theatre
- The Warfield
- Walk San Francisco
- San Francisco Bike Coalition

The SFMTA also met with subsets of this working group for more in-depth discussions on stakeholder-specific issues. The project team held more than 20 one-on-one meetings with these stakeholders on Taylor Street between June 2017 and August 2018.

Pop-Up Demonstration

In August 2017, the SFMTA held a day-long live demonstration of proposed traffic modifications on one block of Taylor Street between Turk and Eddy streets. The project team interacted with more than 1,000 people on this day.

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The demonstration included sidewalk widening, a protected bike lane, a floating loading zone design, and a lane reduction with vehicle traffic allowed to use remaining lanes during the afternoon peak hour.

The widened sidewalk was activated in close collaboration with the community and City partners:

- YMCA held a youth art class for Tenderloin elementary school children.
- TNDC managed informational tables connecting visitors to social services, educational classes, housing, and neighborhood initiatives. TNDC also arranged for board game activities for Tenderloin seniors.
- Tenderloin Safe Passage provided colorful street furnishings.
- Local musicians provided ambient music.
- San Francisco Recreation & Parks provided trees, shrubs, and other landscaping.

This pop-up event was also the venue of the second Safer Taylor Street open house. SFMTA and consultant staff displayed 3D models of each project alternative for public viewing and input. The project team had more than 20 staff surveying visitors and passersby for input on the demonstration and design alternatives.



Pop Up on Taylor St.

Educational Workshops, Coffee Corners, and Concurrent Neighborhood Meetings

At eight events, WalkSF and TLCBD partnered to provide free coffee and information about the project on neighborhood street corners. These partners also held three neighborhood sessions to educate people on traffic safety issues in the Tenderloin, potential solutions, and Safer Taylor Street project updates.

The SFMTA and project partners also attended six other ongoing community events to share information about Safer Taylor Street. These events included land use classes held by TNDC, Sunday Streets events in the Tenderloin, and the San Francisco Police Department's National Night Out.

PhotoVoice

San Francisco Department of Public Health (SFDPH) and the SFMTA partnered with the Boys & Girls Club Tenderloin Clubhouse to create the PhotoVoice project, with the purpose of empowering Tenderloin youth to be a part of the planning process. More than 15 youth aging from 5 to 17 participated in the PhotoVoice project. The team provided youth with cameras and photography training, and then held walking tours of Taylor Street, capturing their perspective on opportunities and challenges on Taylor Street through photographs. The team partnered with 826 Valencia to hold a writing workshop for the participating youth, helping them articulate their feelings about their photographs into mini-essays.

Following exhibitions of the youth's work at the Boys & Girls Tenderloin Clubhouse location, the SFMTA and SFDPH then held a larger public gallery exhibition of their work at the 3rd and final open house for Safer Taylor Street. The youth were provided with thank you letters from the City and the gallery was presented in tandem with the final proposed design for Taylor Street at Boedekker Park.



PhotoVoice participants on the walking tour

Summary of Feedback

As a result of this community engagement, the SFMTA made several major revisions to the proposed design. The feedback received is summarized as follows:

- **Sidewalk widening, bulbs, and accessible ramp upgrades are strongly supported.** There is strong interest in a collaborative sidewalk activation plan that accounts for context-appropriate landscaping, furnishings, and art, along with maintenance and discouragement of encampments.
- **Protected bike facilities are opposed.** Concerns center on conflicts with pedestrians with mobility impairments, conflicts at times of high pedestrian volumes when shows end at event venues, perceived low utility for neighborhood residents, and concerns about gentrification.
- **Transit improvements are supported.**
- **Protected turns, upgraded traffic signals, and re-timing are supported.**
- **Lane reductions have mixed support.** Residents, community advocacy groups, and social service organizations strongly support the traffic lane reductions. Some businesses,

specifically hotels on Taylor Street, oppose the traffic lane reductions due to concerns about reduced accessibility to their businesses. As a result, SFMTA staff conducted in-depth traffic analysis and shared findings with the San Francisco Hotel Council over the course of the planning phase. The findings show that no major negative impact to travel time is anticipated. The Hotel Council maintains its opposition, but still expressed support about the level of engagement by SFMTA staff.

ALTERNATIVES CONSIDERED

Several alternatives to the current proposal were considered:

- **Road diet on Taylor Street to two through lanes plus one turn lane.** This alternative was strongly considered but did not proceed on the segment south of Ellis Street due to the 1) required continued presence of three lanes on approaches to intersections, which present the same traffic safety issues as the existing configuration; 2) continued excess capacity in two through lanes; and 3) concerns about congestion impeding emergency services when there is no dedicated area for the public to pull over. This design was incorporated north of Ellis Street, where traffic volumes are generally lower, transit service reliability on cross streets becomes an important constraint, and there was limited to no interest in sidewalk widening.
- **Converting Taylor Street to two-way vehicle operations.** This alternative did not proceed due to 1) the projected overall increase in vehicle-pedestrian conflicts at intersections; and 2) the inability to widen sidewalks in a two-way configuration.
- **No project on Taylor Street.** This alternative did not proceed because it did not resolve the critical traffic safety needs in the project area and was inconsistent with SFMTA Strategic Goals and Objectives.

FUNDING IMPACT

The total project cost is \$19,621,750:

- Planning - \$600,000
- Preliminary Engineering - \$925,000
- Detailed Design - \$3,172,500
- Construction - \$14,924,250

The planning and preliminary engineering phases have been funded with San Francisco County Transportation Authority (SFCTA) Prop K sales tax, a Caltrans Sustainable Communities Planning grant, and FY14 Population Baseline funds.

Funding for the construction phase is planned to come from the award of a grant from a future round of Caltrans' Active Transportation Program (\$3.6M). A source for the remaining need of \$11.3M has not been identified.

ENVIRONMENTAL REVIEW

The proposed Safer Taylor Street project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301 respectively.

On September 13, 2018, the Planning Department determined (Case Number 2018-010856ENV) that the proposed Safer Taylor Street project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action as defined by the S.F. Administrative Code.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

None.

RECOMMENDATION

SFMTA recommends the SFMTA Board of Directors approve the traffic and parking modifications on Taylor Street from Market Street to Sutter Streets, as set forth in Items A through Q above, as part of the Safer Taylor Street Streetscape Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Safer Taylor Street project is a streetscape project to improve traffic safety on Taylor Street between Market and Sutter streets; and,

WHEREAS, The project proposals were developed in strong collaboration with the Taylor Street community using novel, in-depth engagement strategies, and have the support of community; and,

WHEREAS, The project will reduce the number of travel lanes on Taylor Street, upgrade traffic signals, and to provide traffic and parking safety improvements and community-desired street enhancements; and,

WHEREAS, SFMTA staff recommend targeted parking and loading changes and one turn restriction to facilitate traffic safety improvements and community-desired street enhancements in the public right-of-way, including the following:

- A. ESTABLISH – NO LEFT TURN - Taylor Street, northbound, at Eddy Street
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME (SIDEWALK WIDENING) - Taylor Street, west side, from Golden Gate Avenue to 29 feet northerly (widens sidewalk by 6 feet, removes meter #5); Golden Gate Avenue, north side, from Taylor Street to 59 feet westerly (widens sidewalk by 6 feet, removes meters #4, #6); Taylor Street, west side, from Turk Street to 22 feet southerly (widens sidewalk by 6 feet); Turk Street, north side, from Taylor Street to 38 feet westerly (widens sidewalk by 6 feet, removes 20 feet blue zone and meter #104); Turk Street, north side, from Taylor Street to 23 feet easterly (widens sidewalk by 6 feet); Taylor Street, west side, from Turk Street to 20 feet northerly (widens sidewalk by 6 feet); Taylor Street, west side, from Eddy Street to 20 feet southerly (widens sidewalk by 6 feet); Eddy Street, south side, from Taylor Street to 20 feet westerly (widens sidewalk by 6 feet); Eddy Street, south side, from Taylor Street to 64 feet easterly (widens sidewalk by 6 feet, establishes bus bulb in 80 foot bus zone); Eddy Street, north side, from Taylor Street to 20 feet westerly (widens sidewalk by 6 feet, removes meter #206); Eddy Street, north side, from Taylor Street to 24 feet easterly (widens sidewalk by 6 feet); Taylor Street, west side, from Ellis Street to 47 feet southerly (widens sidewalk by 6 feet, removes meter #229); Taylor Street, east side, from Ellis Street to 45 feet southerly (widens sidewalk by 6 feet, removes meters #226, #228); Taylor Street, west side, from 27 feet to 51 feet north of Ellis Street (widens sidewalk by 11 feet); Ellis Street, north side, from Taylor Street to 63 feet westerly (widens sidewalk by 8 feet, establishes bus bulb in 77 foot bus zone); Ellis Street, north side, from Taylor Street to 23 feet easterly (widens sidewalk by 6 feet); Ellis Street, south side, from Taylor Street to 23 feet easterly (widens sidewalk by 6 feet);

sidewalk by 6 feet); Taylor Street, west side, from O'Farrell Street to 32 feet southerly (widens sidewalk by 6 feet); Taylor Street, east side, from Ellis Street to 18 feet northerly (widens sidewalk by 6 feet, shortens existing 249 feet white zone by 18 feet); Taylor Street, east side, from O'Farrell Street to 30 feet southerly (widens sidewalk by 6 feet); O'Farrell Street, south side, from Taylor Street to 18 feet easterly (widens sidewalk by 6 feet, shortens existing 261 feet white zone by 18 feet); Taylor Street, west side, from O'Farrell Street to 18 feet northerly (widens sidewalk by 6 feet, shortens existing 67 feet white zone by 8 feet); Taylor Street, east side, from O'Farrell Street to 18 feet northerly (widens sidewalk by 6 feet); Taylor Street, east side, from Geary Street to 35 feet southerly (widens sidewalk by 6 feet); Taylor Street, west side, from Geary Street to 33 feet southerly (widens sidewalk by 6 feet); Post Street, south side, from Taylor Street to 63 feet easterly (widens sidewalk by 6 feet, establishes bus bulb in 80 feet bus zone); Post Street, south side, from Taylor Street to 20 to 23 feet westerly (widens sidewalk by 6 feet); Taylor Street, west side, from Geary Street to 20 feet northerly (widens sidewalk by 6 feet); Taylor Street, east side, from Geary Street to 19 feet northerly (widens sidewalk by 6 feet, removes 1 blue zone); Taylor Street, east side, from Post Street to 33 feet southerly (widens sidewalk by 6 feet); Post Street, south side, from Taylor Street to 23 feet westerly (widens sidewalk by 6 feet); Post Street, north side, from Taylor Street to 20 feet westerly (widens sidewalk by 6 feet); Taylor Street, east side, from Sutter Street to 18 feet southerly (widens sidewalk by 6 feet); Taylor Street, west side, from Sutter Street to 36 feet southerly (widens sidewalk by 6 feet); Sutter Street, south side, from Taylor Street to 21 feet westerly (widens sidewalk by 6 feet, removes meter #701)

- C. RESCIND – GENERAL METERED PARKING - Taylor Street, west side, from 119 to 221 feet south of Eddy Street (removes meters #107, #109, #111, #113, #115); Taylor Street, west side, from 20 to 80 feet south of Eddy Street (removes meters #123, #125, #127); Taylor Street, west side, from 44 to 69 feet south of Ellis Street (removes meter #227); Taylor Street, west side, from 132 to 177 feet south of O'Farrell Street (removes meters #313, #309); Golden Gate Avenue, north side, from 81 to 103 feet west of Taylor Street (removes meters #10, #14); Turk Street, north side, from 40 to 60 feet west of Taylor Street (removes meter #106); Eddy Street, north side, from 34 to 56 feet west of Taylor Street (removes meter #208)
- D. RESCIND – PASSENGER LOADING ZONE, DURING PERFORMANCES - Taylor Street, west side, from 33 to 55 feet north of Golden Gate Avenue (removes 22 feet white zone)
- E. RESCIND – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY - Taylor Street, west side, from 80 to 119 feet south of Eddy Street (removes 39 feet white zone)
- F. RESCIND – PASSENGER LOADING ZONE - Taylor Street, west side, from 88 to 132 feet south of O'Farrell Street (removes 44 feet white zone)
- G. RESCIND – METERED YELLOW ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Taylor Street, west side, from 177 to 223 feet south of O'Farrell Street (removes meters #305, #307); Taylor Street, west side, from 22 to 44 feet south of Ellis Street (removes meter #229); Taylor Street, west side, from 10 to 54 feet north of Turk Street (removes meters #103, #105); Taylor Street, west side, from 55 to 253 feet north of Golden

- Gate Avenue (removes meters #9, #11, #13, #15, #17, #21, #23, #25, #27)
- H. RESCIND – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Taylor Street, west side, from 28 to 88 feet south of O’Farrell Street (removes meters #323, #325, #327)
 - I. ESTABLISH – GENERAL METERED PARKING - Taylor Street, west side, from 42 to 60 feet south of Eddy Street (relocates meter #123); Taylor Street, west side, from 110 to 210 feet south of Eddy Street (relocates meters #107, #109, #111, #113, #115)
 - J. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY - Taylor Street, west side, from 60 to 110 feet south of Eddy Street (extends and relocates existing 39 feet white zone by 11 feet)
 - K. ESTABLISH – PASSENGER LOADING ZONE, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY - Taylor Street, east side, from 19 to 32 feet north of Geary Street (extends existing 22 feet part-time white zone by 13 feet)
 - L. ESTABLISH – PASSENGER LOADING ZONE - Taylor Street, west side, from 92 to 139 feet south of O’Farrell Street (relocates existing 44 feet white zone); Taylor Street, west side, from 182 to 225 feet south of O’Farrell Street (relocates existing 49 feet white zone)
 - M. ESTABLISH – PASSENGER LOADING ZONE, DURING PERFORMANCES - Taylor Street, west side, from 29 to 73 feet north of Golden Gate Avenue (relocates existing 44 feet white zone); Golden Gate Avenue, north side, from 81 to 103 feet west of Taylor Street (relocates meters #4, #6)
 - N. ESTABLISH – METERED YELLOW ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Eddy Street, north side, from 20 to 56 feet west of Taylor Street (relocates meter #206) (Supervisor District 6)
 - O. ESTABLISH – METERED YELLOW ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Taylor Street, west side, from 20 to 42 feet south of Eddy Street; Taylor Street, west side, from 136 to 182 feet south of O’Farrell Street (relocates meters #305, #307); Taylor Street, west side, from 47 to 69 feet south of Ellis Street (relocates meter #227); Taylor Street, east side, from 19 to 32 feet north of Geary Street (extends existing 22 feet yellow zone by 13 feet); Taylor Street, west side, from 20 to 64 feet north of Turk Street (relocates meters #103, #105); Taylor Street, west side, from 73 to 253 feet north of Golden Gate Avenue (relocates meters #9, #11, #13, #15, #17, #21, #23, #25, #27)
 - P. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Taylor Street, west side, from 32 to 92 feet south of O’Farrell Street (relocates meters #327, #325, #323); Taylor Street, east side, from 45 to 89 feet south of Ellis Street (relocates meters #226, #228)
 - Q. ESTABLISH – BLUE ZONE - Taylor Street, east side, from 4 to 32 feet north of Derby Street (removes meters #510); Turk Street, north side, from 38 to 60 feet west of Taylor Street (extends and relocates existing 20 feet blue zone); 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; and,

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WHEREAS, The proposed traffic modification on Taylor Street is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for minor alterations to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On September 13, 2018, the Planning Department determined (Case No. 2018-010856ENV) that the proposed traffic modifications included in the Safer Taylor Street Project are categorically exempt from environmental review under CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the Safer Taylor Street Project parking and traffic modifications, as set forth in Items A through Q above, to improve traffic safety and provide community-desired street enhancements on Taylor Street from Market to Sutter streets.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 16, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SAFER TAYLOR CORRIDOR GRAPHIC

Safer Taylor Street Proposed Design SFMTA Board Meeting - October 16, 2018

