

What is the estimated cost of this project?

The cost will depend on the final design. If all proposed elements are included, the expected cost is \$2-3 million. There is a cost savings associated with implementing improvements in coordination with the planned repaving project.

What is the cost difference between the proposed project versus adding another train?

Currently, Muni has 151 rail cars in its fleet and all available cars are typically scheduled for daily service. Muni is initiating the process to purchase additional rail vehicles for an estimated capital cost of approximately \$5 million each. It is anticipated that these cars will not be in revenue service until 2018-2019 when the Central Subway opens. If there were rail vehicles available to supplement N Judah service, the operational cost is approximately \$1.2 million per year for an additional weekday train. Assuming a rail car lasts 15 years, one additional train on the N Judah would cost approximately \$32 million (\$10 million in capital cost for a two-car car train and \$1.2 million a year in operating cost for the next 15 years).

The proposed project is a one-time capital cost of approximately \$2-3 million depending on the final design. The project is designed to reduce the travel time for every N Judah trip, and is part of a larger plan to make similar delay-reducing improvements throughout the route. By reducing the travel time of the N Judah, Muni will be able to complete a round-trip faster, which means it would be possible to provide more frequent service without adding additional trains to the route.

How many collisions have occurred at each intersection within the project area?

The table below summarizes the most-recently available 5-year collision data.

Collision Summary: Irving Street between Arguello Boulevard and 9th Avenue								
Intersection	Pedestrian LRV²	Passenger injury on LRV stairs²	Passenger / auto passing LRV*, ^{1,2}	Pedestrian / Auto (other)¹	Auto / Auto¹	Bike / Auto¹	Auto / LRV^{1,2}	TOTAL
Arguello/Irving	0			0	0	0	7	7
2 nd /Irving	2	4	0	0	0	0	1	7
3 rd /Irving	0			0	0	0	1	1
4 th /Irving	0	0	0	0	1	0	1	2
5 th /Irving	0			0	0	0	4	4
6 th /Irving	0			0	2	1	5	8
7 th /Irving	2	3	1	3	7	0	3	19
8 th /Irving	0			1	2	0	3	6
9 th /Irving	9	4	2	1	3	2	20	41
TOTALS	13	11	3	5	15	3	45	95
*These collisions were due to autos passing light rail vehicles (LRV)								
Sources:								
(1) Statewide Integrated Traffic Records System (SWITRS): 4/1/2007-3/31/2012								
(2) SFMTA transit incident database: 1/7/2008-2/21/2013								

Will the proposed traffic signal at 4th/Irving cause further delays? Won't the traffic signal add long queues on 4th Avenue?

Traffic modeling results indicate that adding a traffic light at Irving/4th will decrease the average delay for all vehicles that enter the intersection. Currently, every car must stop for a stop sign but if there were a traffic signal, traffic that has a green light would no longer need to stop. The traffic signal would favor Irving Street, which has the majority of the traffic as well as the N Judah. 4th Avenue would average between 1-4 cars per signal cycle, hence queues on 4th Avenue would typically be 100' or less.

PM Peak Traffic counts (11/10/2011)

	Irving Street		4 th Avenue		TOTAL
	Westbound	Eastbound	Northbound	Southbound	
Total for each approach (4:15-5:15 pm)	331	154	51	209	745
Cars per 60-second traffic signal cycle	5-6	2-3	1	3-4	10-14

What will be the paving schedule? I'm a runner and don't want the sidewalks all torn up.

The paving project will be led by the Department of Public Works (DPW), and is currently scheduled to last up to nine months for the entire length of Irving Street between Arguello Boulevard and La Playa Street. While subject to change, the project is currently anticipated to begin construction December 2014 and be substantially completed in August 2015, but blocks will be under construction for the full nine months. Paving projects are sequenced to minimize the duration of construction on an individual block. Blocks that are receiving changes to the curb alignment, such as new pedestrian bulb-outs or sidewalk widening, would be under construction for a longer duration of time than those that are just being repaved. The construction sequence or schedule of means and methods are usually established by the contractor. For more information, please visit

<http://www.sfdpw.org/index.aspx?page=63><http://www.sfdpw.org/index.aspx?page=63>.

Will the proposed transit bulbs and traffic signal simply narrow Irving Street, causing more cars to use residential streets instead? What is the impact on side streets?

There are no proposals to remove travel lanes on Irving Street. The proposed sidewalk widening would remove up to 30 parking spaces in the neighborhood. Traffic volumes on Irving Street are relatively low, so traffic diversion is not likely to occur.

Can you move the transit shelter next to Jamba Juice closer to the curb?

The existing sidewalks on 9th Avenue between Irving and Judah streets are 12 feet wide, which makes providing a transit shelter and sufficient clear walking space challenging. This is one reason that wider sidewalks are proposed at relocated N-Judah stops.

Where was the community input before you make these designs?

The TEP's planning phase included 18 public workshops and well over 100 meetings with community groups between 2006-2008 that were the genesis for development of a toolkit of design measures to improve transit reliability and reduce transit travel times. After preliminary planning work to apply this design toolkit to several of Muni's highest-ridership corridors, the SFMTA hosted a series of workshops and met with more neighborhood groups in the spring of 2012 to refine which components of the TEP were included in environmental review, with

additional opportunities for public input. For more information on the environmental review process, visit <http://tepeir.sfplanning.org>.

Will there be a test run/pilot project before complete build-out?

No. Transit bulbs have been successfully implemented at other locations in the City including Carl/Cole on the N Judah. We do not feel additional piloting of the concept is needed.

Have you considered the idea that the removal of parking will lead to more double-parking?

In dense mixed-use areas of San Francisco, parking pricing and parking demand management are necessary to ensure parking availability. While reducing the supply of parking may make it more difficult to find an open space, improvements to the parking management in the area can help offset this. The following strategies could encourage parking turnover and improve parking availability: expanded meter locations, expanded RPP hours and shorter time limits for non-RPP holders. Improving transit performance is one demand management strategy that the SFMTA is pursuing. The project is proposing to include commercial loading zones to ensure merchants are able to receive deliveries, and will monitor the corridor to make adjustments as needed after implementation. Given the importance of the N-Judah within Muni's system, enforcement of double-parking violations that block trains will be a priority.

The City needs more parking because of the high density projects. Why can't the SFMTA create parking?

San Francisco is projected to have a 25% increase in jobs and 15% increase in population by 2035. Given limited available right-of-way, adding additional parking is inconsistent with numerous City goals and policies. Adding parking encourages driving, which is inconsistent with the following sections of the City's Transit First Policy:

- "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."
- "Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation."

Will removing stops simply make the buses go faster? They're already going too fast.

Removing transit stops will reduce the amount of time that transit vehicles spend stopped, but will not increase the speed of moving transit vehicles.

What is the SFMTA's policy regarding noise pollution?

The SFMTA complies with Federal, State and local noise regulation including the San Francisco Noise Ordinance, which, among other things, requires a Night Noise Permit to be obtained from the Bureau of Street Use and Mapping in San Francisco Department of Public Works (DPW) if work is planned in the public right-of-way between the hours of 8pm and 7am. For more information on how noise was analyzed in the review of these projects, please see the Transit Effectiveness Project Draft EIR chapter 4.3, published July 10, 2013.

Will you come back here for another meeting?

While we don't plan to host another large-scale community workshop, we are meeting with interested community groups and welcome your input. Please give your feedback through the project survey, or email us to request a staff presentation to your community group.

Will there be a designated bike lane on 10th Avenue?

There are not currently plans to add bicycle facilities on 10th Avenue.