



**MUNI**FORWARD



**VISION  
ZERO  
SF**

**SAFETY  
IN ACTION**

**MUNI  
FORWARD**

September 20, 2016

L Taraval Rapid Project

SFMTA Board of Directors Meeting





# WHY TARAVAL STREET



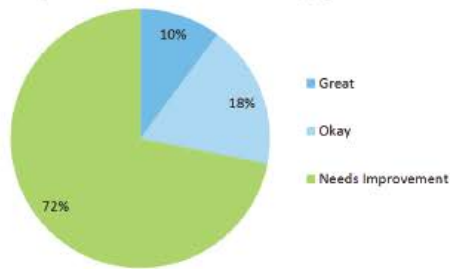
# L TARAVAL PROJECT GOALS

1. Improve **state of good repair** of our transit system
  - Track and overhead replacement
  - Surface repaving
  - Water and sewer replacement
  - Curb ramp upgrades
2. **Improve safety** on Taraval
  - Prevent injuries, in support of Vision Zero
3. Improve **transit reliability** and **comfort**
  - Reduce long waits for the train

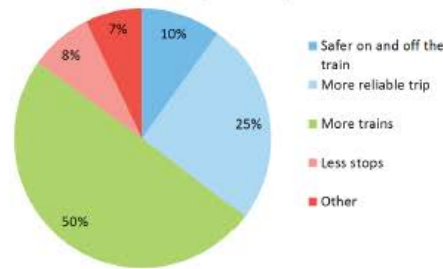
# TEXTIZEN SURVEY: HOW IS THE L TREATING YOU?

OVER 130 PEOPLE TOOK OUR TEXT-BASED SURVEY. HERE'S WHAT WE HEARD:

Hey! How's the L treating you?



What would improve your ride?



*Fix the tracks. It makes big noise that is killing people [who] live around.*

*Fewer stops to speed it up -- on 15th, it stops at each corner on one block; does the same at 22nd; then every other block the rest of the way, which is totally unneeded -- way too many!*

*Make Taraval a car free street, so we can board and exit the L without risking getting run over by cars.*

*More two car trains*

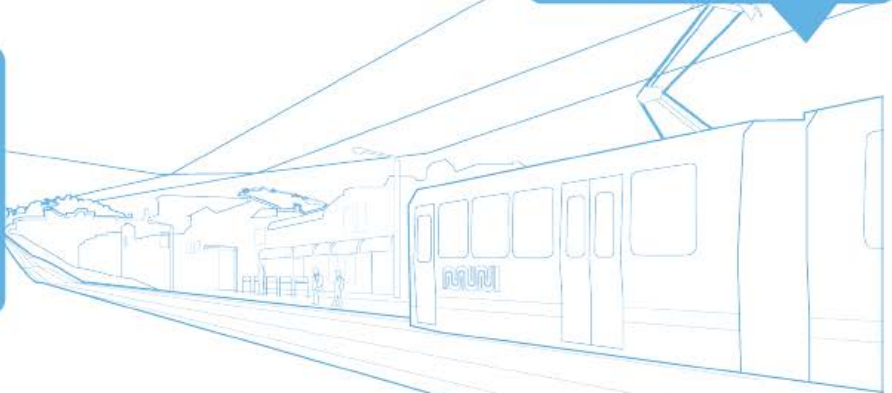
*Boarding islands would be good to get on the train or off the train*

*Remove some stops. It slows it down.*

*More enforcement on cars that do not stop for muni. I have witnessed many clipped pedestrians and close calls*

*Having to step off/ on the tram into traffic with a young child is very dangerous. Cars frequently don't stop. Having an island to get on and off the tram will stop someone having a serious accident.*

*More reliability by adding more signals/ removing 4-way stops and required right turns for side streets*



# PROPOSED SOLUTIONS

- » Boarding islands
- » Stop removal and relocation
- » Traffic signals
- » Transit-only lanes
- » Pedestrian bulbs
- » Relocate and manage parking



# DEVELOPING A SOLUTION WITH THE COMMUNITY

- » **Pre-2014:** Transit Effectiveness Project
- » **March 4, 2014:** Taraval-specific open house
- » **March 28, 2014:** TEP environmentally cleared, more detailed proposal developed for Taraval
- » **September 2015:** Focus group 1 and 2
- » **Oct 7, 2015:** 1st open house
- » **Nov 4, 2015:** “Pop-up” open house
- » **Dec 14, 2015:** 2nd open house
- » **Feb 4, 2016:** Walking tour
- » **Feb 17, 2016:** Third open house
- » **April 13, 20, 27, 2016:** Series of small group meetings with Taraval stakeholders
- » **Summer 2016:** Webinar, letter to 16,000 residents summarizing project
- » **July 22, 2016:** Public Engineering Hearing
- » Project survey taken by over 1,600 people





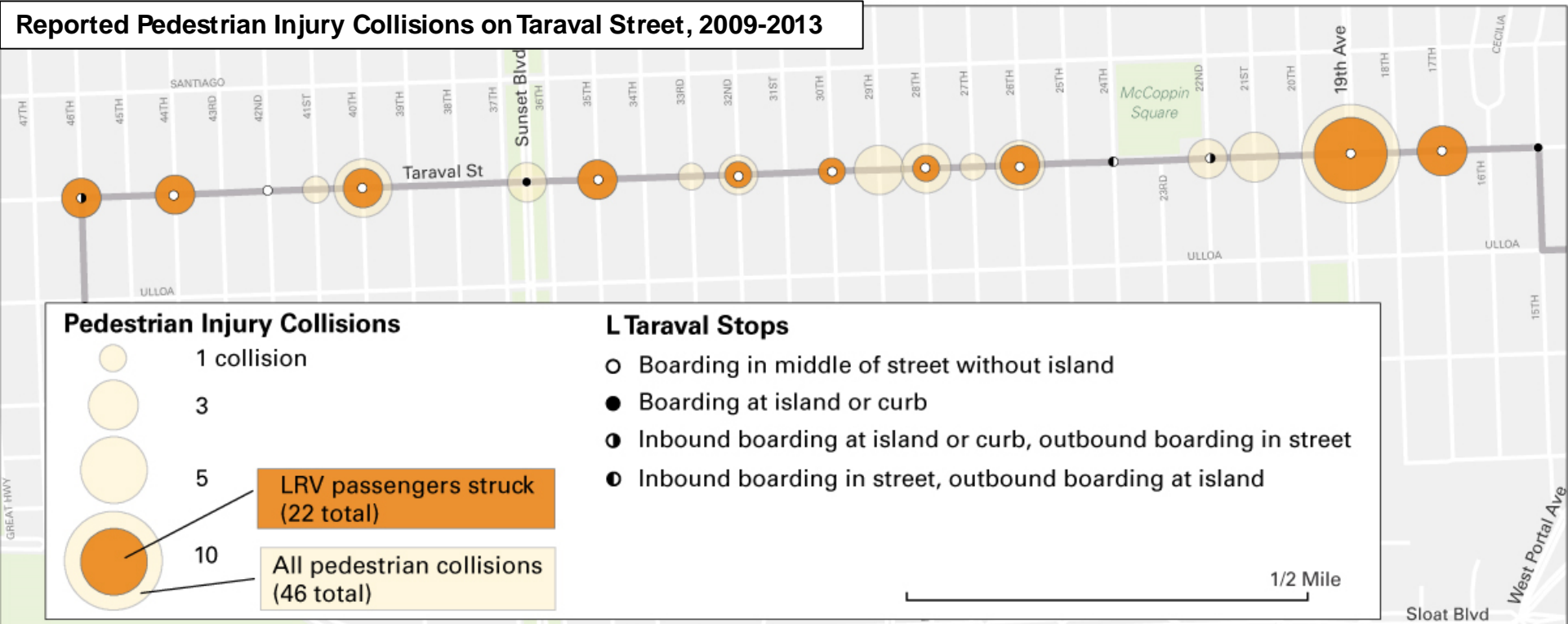
# SUMMARY OF HOW COMMUNITY FEEDBACK SHAPED THE CURRENT PROPOSAL

Element	Original Proposal	Revised Proposal
Stop consolidation	Remove 14 of 40 surface stops	Remove 9 of 40 surface stops
Traffic signals	Up to 11 new signals (including 4 at far-side stops)	5 new signals (all replacing stop signs where trains don't stop)
Transit-only lane	Implement in 2020	Early implementation; closely study effects on traffic and transit for 1 year
Boarding islands	Install at all L stops on Taraval (including 5 in each direction in business areas)	Pilot (no parking moved) at 4 out of 5 inbound stops near businesses. Install islands at other stops.
Parking	One-for-one replacement of parking with angled parking within a block of Taraval	Original proposal + additional parking management to create turnover for customers
Accessibility	New accessible platforms at 19 <sup>th</sup> , 42 <sup>nd</sup>	Additional accessible platforms at 30 <sup>th</sup> (28 <sup>th</sup> inbound)

# PROJECT GOAL: IMPROVE SAFETY

- » Taraval is on the Vision Zero High Injury Network
- » In the past 5 years, 46 pedestrians have been hit
- » **22** of those hit were getting on or off the train

Reported Pedestrian Injury Collisions on Taraval Street, 2009-2013

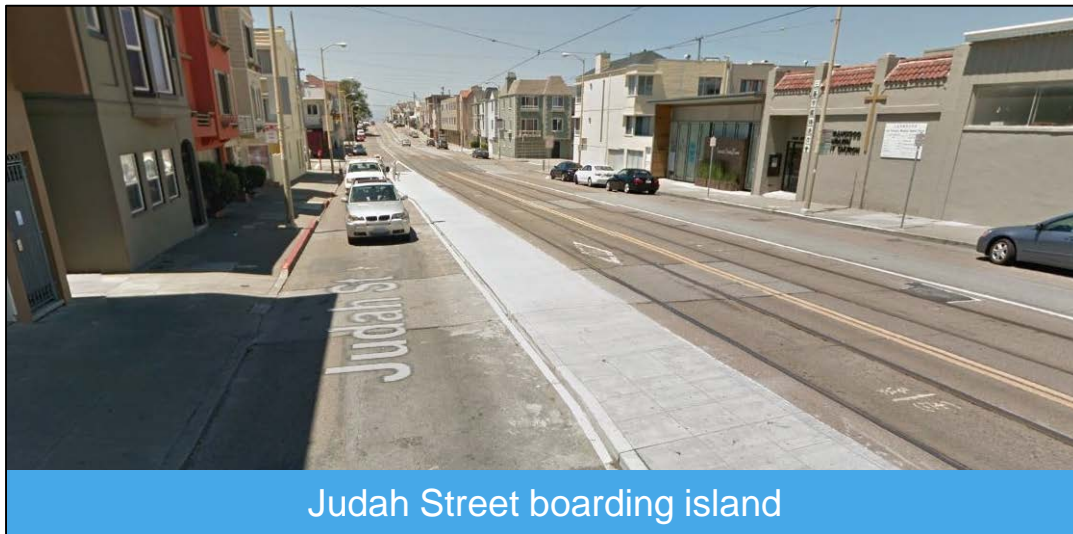




# PROPOSED SAFETY IMPROVEMENTS: BOARDING ISLANDS



Taraval/23<sup>rd</sup> Ave. boarding island



Judah Street boarding island

**Giving riders a place to stand**

Boarding islands provide transit riders a **safe** place to get on and off the train, and will eliminate most collisions.

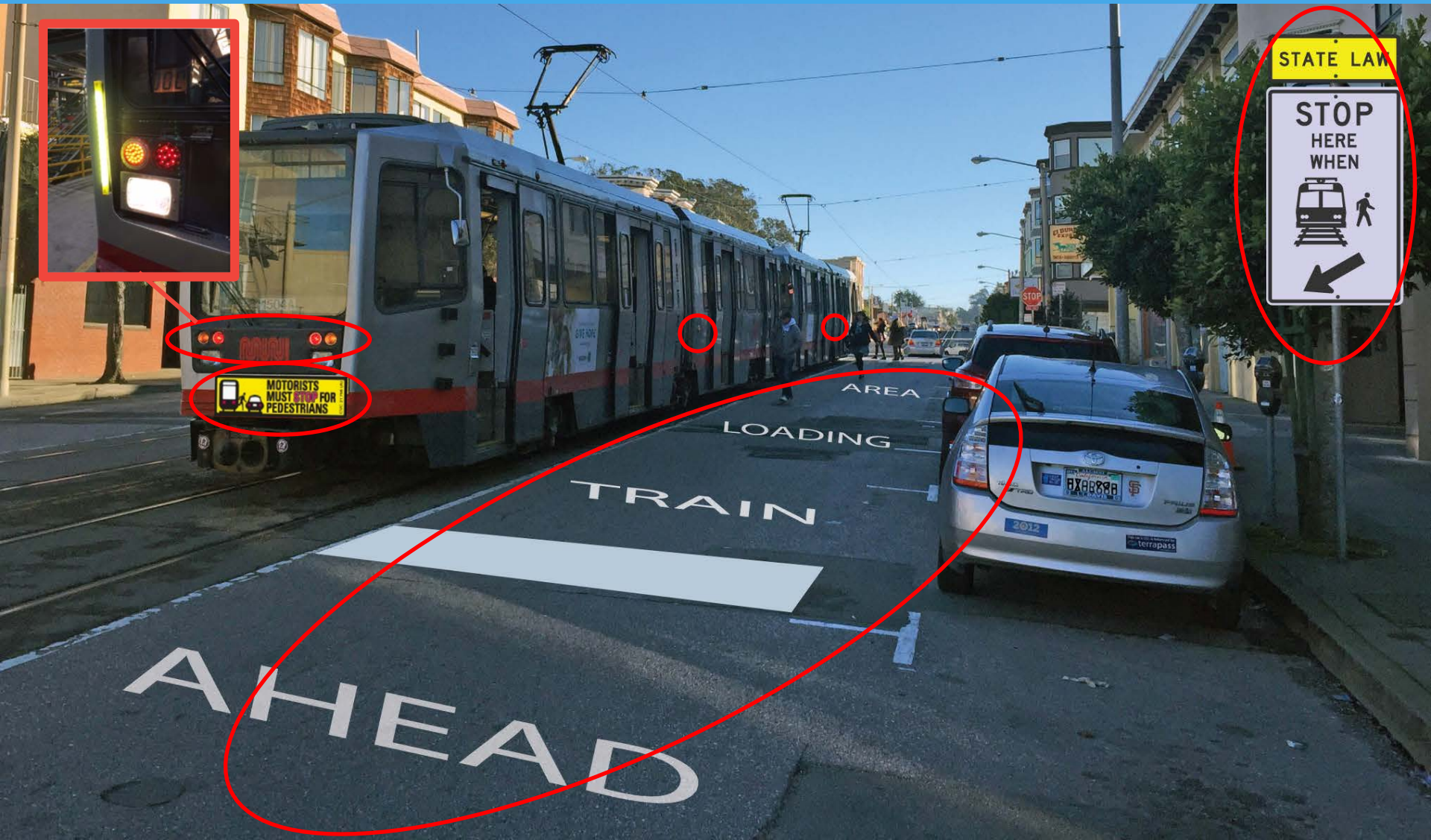


# OTHER SAFETY IDEAS WE'VE HEARD

- **Enforcement**
  - More police enforcement
  - Video enforcement
- **Upgrades to trains**
  - Upgraded signage on trains
  - Stop sign and stop arm on trains (similar to school buses)
  - Warning lights mounted to outside of trains
- **Changes to street**
  - Railroad-style crossing arms on Taraval
  - More signage and/or painted treatment on street
- **Education**
  - Flyers and posters at businesses

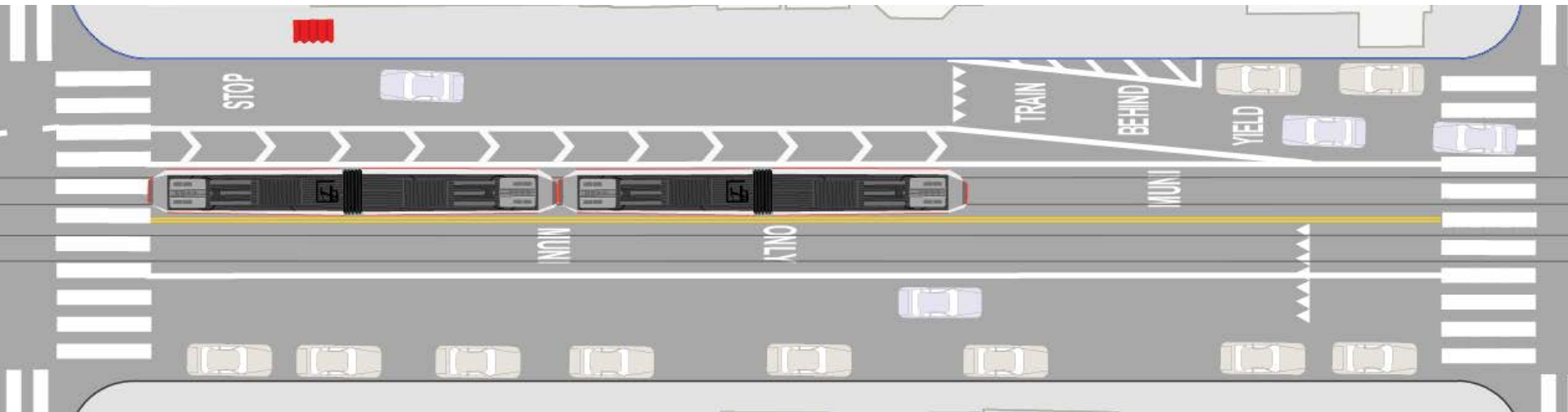


# LOADING ZONE EVALUATION



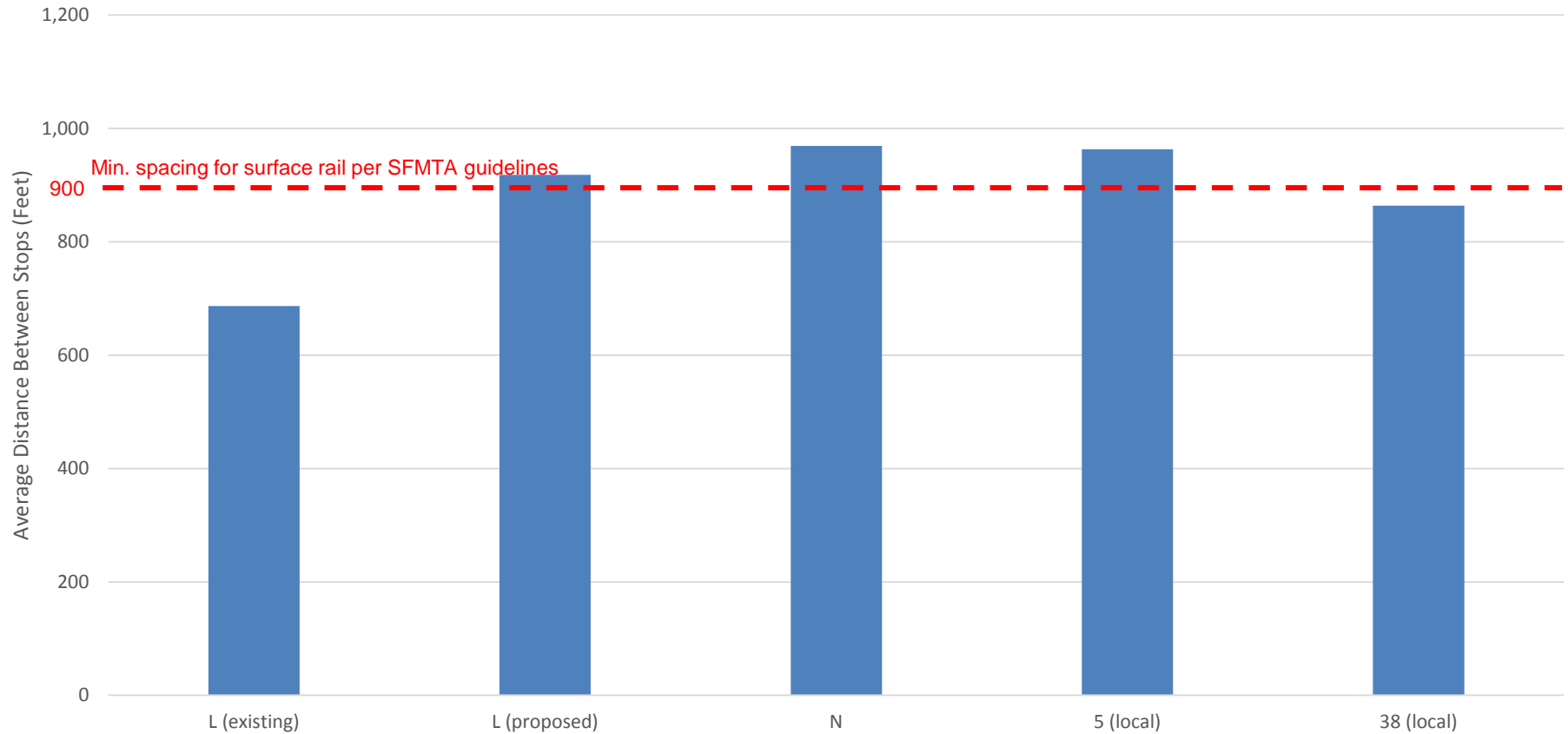


# EARLY IMPLEMENTATION OF CLEAR ZONES



# STOP SPACING COMPARISON

Average Stop Spacing: 15th Ave. to 46th Ave.



SFMTA stop spacing standard for surface rail: 900-1,500 feet

# RELIABILITY IMPROVEMENT: STOP CONSOLIDATION

Updated Proposal Based on Stakeholder Input (green circles are restored stops)



SFMTA stop spacing standard for surface rail: 3-5 blocks (Sunset east-west blocks)

# RELIABILITY IMPROVEMENT: TRANSIT-ONLY LANES

- Gives trains a dedicated lane to ensure more **reliable** travel times.
- Cars can enter lane to make left turns and pass double-parked vehicles.





# TODAY'S LEGISLATION

## **Pedestrian safety**

- Establish 14 transit boarding islands (5 of these would not be installed if loading zone evaluation successful)
- Extend 4 existing transit boarding islands
- Establish 2 transit bulbs
- Establish 11 pedestrian bulbs
- Establish left turn restriction at Sunset Blvd

## **Transit reliability**

- Establish transit-only lanes
- Establish 5 traffic signals
- Remove 9 stops (4 inbound, 5 outbound)
- Optimize 1 stop location



## NEXT STEPS

- Legislation at SFMTA Board – today
- Early Implementation – January 2017
  - Transit-only lane (stencil only; not red)
  - Stop consolidation
  - Pilot treatment at 5 stops
  - Striped boarding clear zones at all other stops
- Pilot evaluation period – first 6 months of 2017
- Full project construction: Feb 2018-Feb 2021
  - Bus substitution fall 2019 – Feb 2021 (18 months)