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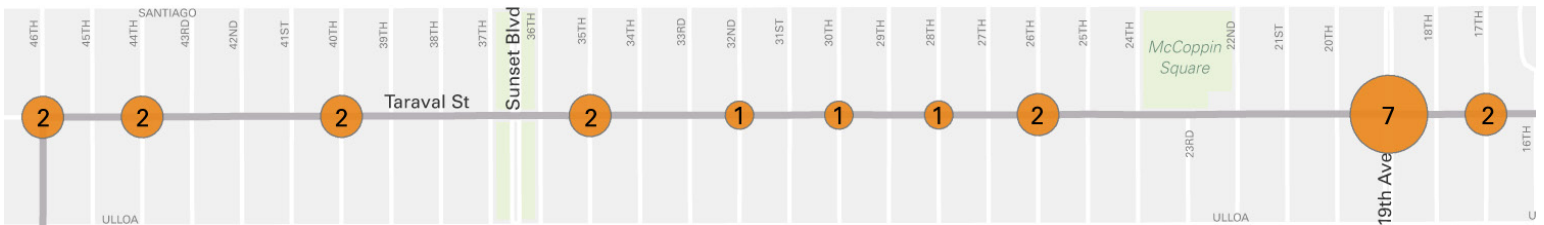
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Dear neighbor,

Taraval Street is on track for a major upgrade—from completely replacing the worn rail and overhead wire, to repaving the entire street. The end result will be a better street for everyone, with fewer Muni breakdowns and a smoother and quieter ride and drive. But we want to make sure the new street also addresses some of the major problems Taraval is facing, particularly safety for people walking and the reliability of the L Taraval. You may have already heard about some of our proposals—we have been working closely with the community for the past eight months. Either way, we’re writing to ensure you’re fully informed about what’s planned for Taraval Street. You can also watch a webinar online that walks through the project in detail at www.muniforward.com/L.

THE PROBLEM

In just five years, 46 people have been hit by a vehicle while walking on Taraval, 22 of whom were getting on or off Muni’s L line. This puts Taraval on the City’s high-injury network, meaning it’s one of the most dangerous streets in San Francisco. Additionally, the L Taraval carries nearly 30,000 people daily, but is often unreliable. With San Francisco’s Vision Zero policy and Muni Forward initiative in mind, the SFMTA is planning several treatments along Taraval to prevent pedestrian injuries, such as boarding islands, while also improving reliability for the L.



Reported injury collisions to riders boarding/dismarking the L Taraval (2009-2013)

HISTORY

- » **2006-2014:** Transit Effectiveness Project (TEP) identifies treatments to improve safety and transit
- » **March 4, 2014:** Taraval-specific open house to discuss how neighbors wanted to improve the street
- » **September 2015-now:** outreach to Sunset community to share draft proposal and gather feedback
 - » **Sept 22, 2015:** Focus group 1
 - » **Sept 28, 2015:** Focus group 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
 - » Additionally, we met with community groups, schools and organizations in the area, mailed 11,000 postcards, handed out 3,000 flyers, and conducted two multilingual surveys.

We heard a lot, and it made a difference in shaping the proposal.

BOARDING ISLANDS

Our original proposal involved installing boarding islands to accommodate two-car trains at all L stops on Taraval that do not currently have them. Boarding islands are recommended by SFMTA staff because they have been effective at preventing injuries at the stops on Taraval that have them, and are the global standard for trains that load in the middle of the street. Boarding islands require the adjacent parking to be converted to a travel lane, meaning 7-10 parking spaces on Taraval would be removed next to an island.



Taraval/22nd Ave boarding island

Although the original proposal included one-to-one parking replacement through angled parking on some nearby streets, we heard concerns about the economic impact to businesses if parking is relocated off Taraval, and a request that SFMTA evaluate different approaches to preventing injury that do not require parking removal. In response, a boarding zone pilot is proposed in locations where there have been no collisions (outlined below).



Clear zone example (on California Cable Car)

The final proposal still recommends **boarding islands** at all locations where people have been hit getting on or off the train during the five year study period. Boarding island locations include: Outbound only (towards SF Zoo): Taraval at 26th, 30th, 32nd, 40th and 46th. Both directions: Taraval at 19th, 42nd and 44th. In addition, early implementation of painted **clear zones** (see photo left) will be recommended at these locations as an interim safety measure ahead of constructing the boarding islands.

Furthermore, the existing boarding islands at 22nd (inbound), 23rd (outbound) and Sunset (both directions) are proposed to be extended to safely accommodate two-car trains. New wheelchair-accessible platforms would be installed at 19th, 28th/30th and 42nd.

BOARDING ZONE PILOT

In lieu of the concrete boarding islands, and in response to community feedback, SFMTA is proposing a pilot that includes painted advisories on the street and new signage. The pilot is proposed in five inbound locations where no riders have been hit during the five year study period, and where very few people are getting off the train: Taraval at 26th, 30th, 32nd, 35th and 40th. All street parking would be preserved at these locations.

The pilot would be evaluated for six months to test the effectiveness of the paint to driver compliance in stopping behind the train. If a compliance rate of nearly 100% is not met (current compliance rate is ~60%) or if any crashes occur in pilot locations, the pilot would not be made permanent and boarding islands would be installed. If the pilot is successful, the street paint would remain and boarding islands would not be added at these five locations as part of this project. Evaluation data will be available at muniforward.com/L.



L Boarding Zone Pilot (as approved by California Dept of Transportation)

To support the pilot's goals of preventing collisions, SFMTA would work with Taraval station and neighborhood merchants on an education and enforcement campaign.

PARKING RELOCATION

During the pilot, and permanently if the pilot is successful, all on-street parking would be preserved at the five pilot locations within the heart of the commercial district of Taraval (inbound at 26th, 30th, 32nd, 35th and 40th).

Parking replacement on side streets: To offset parking removal due to concrete boarding islands, parking on some nearby streets would be converted from parallel to perpendicular parking, increasing the net number of residential parking spaces on that block and resulting in one-to-one replacement of all lost parking on Taraval.

On Santiago Street, perpendicular parking would be created on the south side of the following blocks:

- » 46th to 45th
- » 43rd to 41st
- » 33rd to 32nd
- » 31st to 30th
- » 28th to 27th
- » 22nd to 21st

On Ulloa Street, perpendicular parking would be created on the north side of following blocks:

- » 44th to 43rd
- » 42nd to 41st
- » 33rd to 32nd
- » 29th to 28th
- » 26th to 25th (south side)
- » 17th to 16th



Perpendicular parking (with gap for driveway)

Parking replacement on Avenues:

In a few locations, on the north/south avenues intersecting Taraval, several parallel parking spaces would be converted to 45 degree angled parking. Full details at www.muniforward.com/L.



Metered parking at corner building (Taraval at 24th)

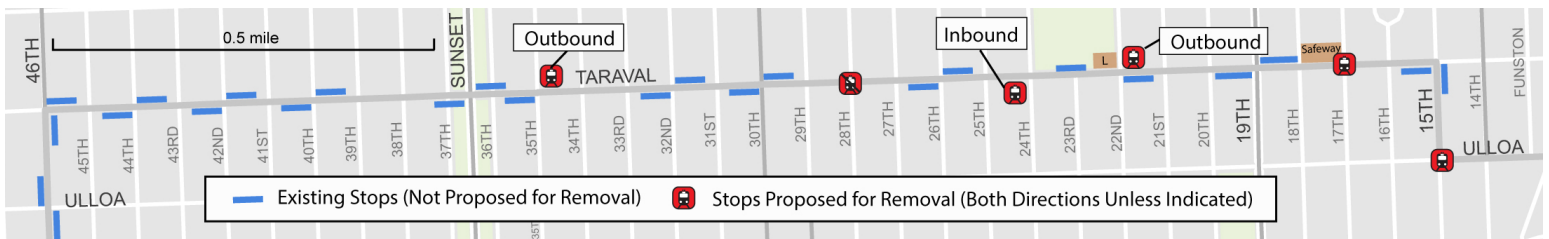
We also plan to create more customer-oriented, high-turnover parking closer to businesses in order to replace any lost meter or time-limited parking on Taraval. This would involve converting a few parking spaces on side streets to time-limited or metered parking. Meters and time-limits would be in front of corner buildings that front Taraval, and would **not be added to parking spaces in front of single family homes**. SFMTA staff will be conducting further outreach to discuss parking and loading needs with merchants and residents who are impacted. Reach out to muniforward@sfmta.com with further questions.

STOP REMOVAL AND RELOCATION

Originally, our proposal involved removing 14 of 40 surface stops. While we heard from riders who supported stop removal for a faster trip, we 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.

Stop removal: The final proposal has been revised to remove four inbound and five outbound stops, while keeping the stops at 35th (inbound), 44th and 46th/Ulloa. In both directions, stops proposed for removal include: Ulloa St at 15th, Taraval St at 17th and 28th. Outbound only: 22nd (in front of KFC) and 35th. Inbound only: 24th.

Stop relocation: The inbound stop at 15th would be moved onto Taraval and a transit bulb would be installed. In response to community feedback, the inbound stop at 19th would remain at the west side of the intersection.



TURN RESTRICTIONS

As part of the proposal, left turns would be restricted from Taraval onto Sunset (both directions) and 18th (eastbound) to improve pedestrian safety. Right turns would be required at Taraval on 23rd northbound and in both directions on 36th and 37th due to extended boarding islands.

TRAFFIC SIGNALS

When we first came out with a draft proposal, we had proposed 11 low profile traffic signals along Taraval to reduce transit delay and improve pedestrian safety. We heard from some members of the community that signals in the quieter areas of Taraval were not necessary, especially west of 28th Ave. We heard from others that signals are important in areas with more traffic and pedestrians.

We won't be proposing any signals west of 28th Ave, but are still proposing signals in the commercial area of Taraval, at 17th, 18th, 22nd, 24th and 28th.



Low profile traffic signals (on existing poles)

TRANSIT-ONLY LANES

We had planned to install red transit-only lanes along the track lane of Taraval with left turns generally permitted. We heard from neighbors a concern that the loss of a travel lane would create congestion on Taraval, or cause traffic to reroute onto residential side streets. The SFMTA is committed to closely evaluating the transit-only lane to measure its impact on congestion and traffic flow for one year to identify any necessary adjustments or mitigations. The lane would not be raised like it is on Judah, 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.

PEDESTRIAN BULBS

Along Taraval we're also proposing pedestrian bulbs (corner sidewalk extensions) at 20th, 21st, 22nd and 24th to increase visibility and shorten the crossing distance for people crossing the street. We had originally proposed a different type of pedestrian safety measure at 33rd and 38th, called a chicane (pedestrian refuge), but in response to community feedback we are instead planning pedestrian bulbs at 33rd and 38th as well.



Pedestrian bulbout

THANK YOU FOR YOUR FEEDBACK

We appreciate all of the great input we've received during this process. It has been instrumental in shaping the final proposal, ensuring this project benefits everyone using the street, keeps people safe and keeps Muni moving.

NEXT STEPS

- » **Public hearing:** provide on-the-record feedback on July 22, 2016 at 10 a.m. at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 416
- » **SFMTA Board of Directors:** Final proposal recommended for legislation, summer 2016
- » **Early implementation:** Pending Board approval, clear zones and pilot striping begin fall 2016
- » **Construction:** Begins 2018, anticipated for completion in 2020

MORE INFORMATION ONLINE

Visit www.muniforward.com/L for more information, including intersection-level proposal details, pilot information and parking details. A webinar is also available online that walks through the complete project. If you do not have access to a computer, copies of the proposal are available to review at the Parkside, Ortega and West Portal libraries.

CONTACT INFORMATION

Contact muniforward@sfmta.com or call 3-1-1 if you have questions or want to discuss the project further.