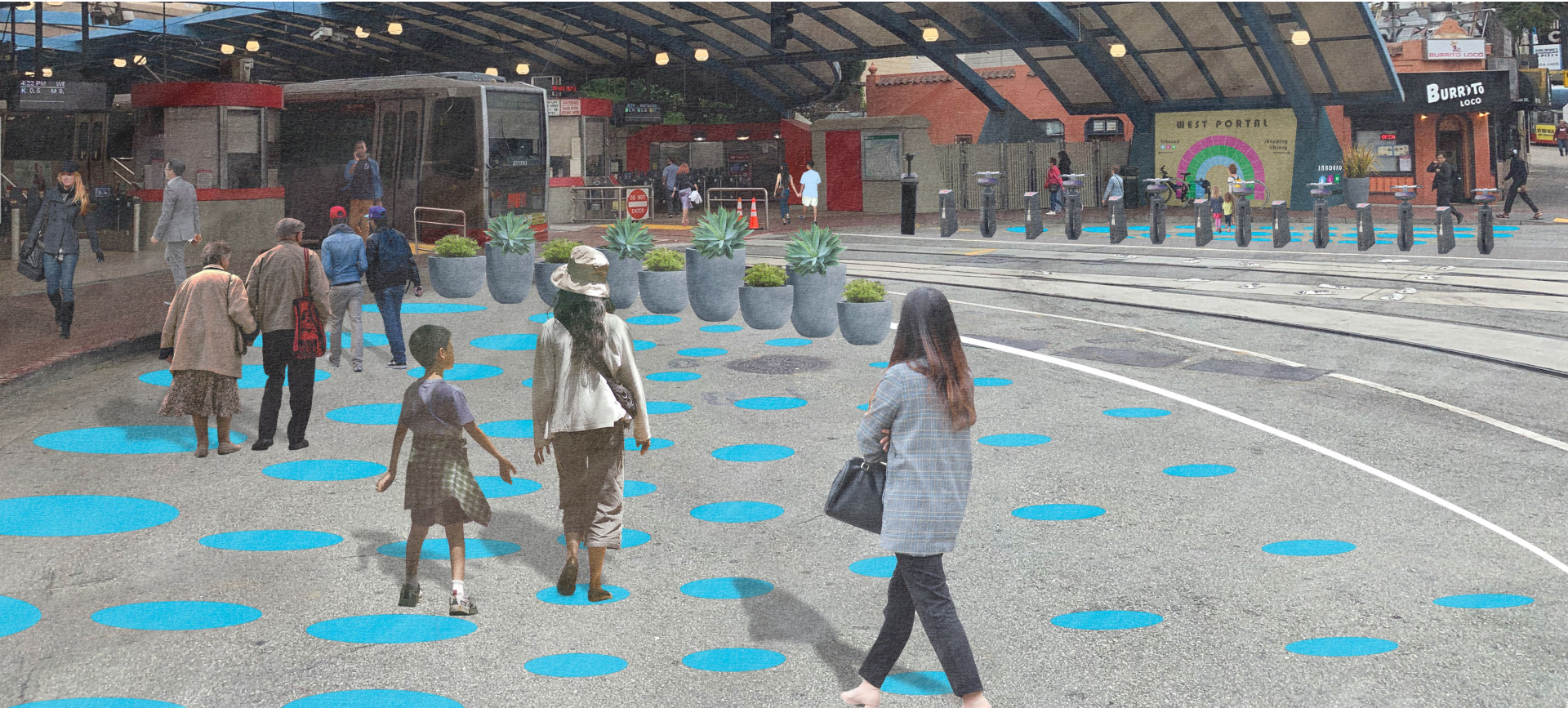




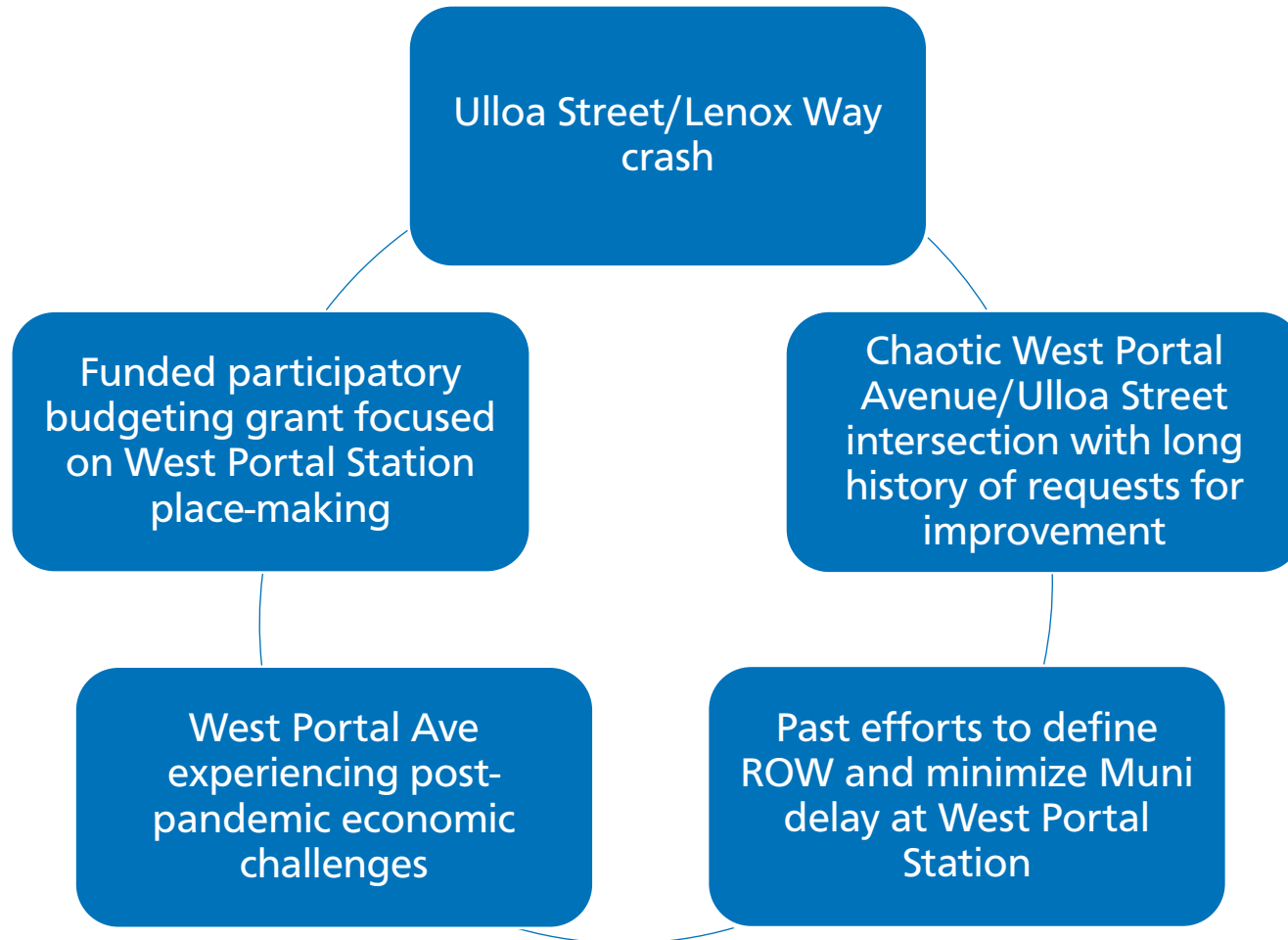
SFMTA

West Portal Station Safety and Community Space Improvements



July 16, 2024

Project context



Existing conditions: Ulloa Street



Ulloa Street between Madrone and Forest Side avenues looking west/away from West Portal Station, about three blocks from station

Existing conditions: West Portal Station



About 5,000 people get on a bus or train at West Portal Station on an average weekday (April 2024)

Project purpose and goals

Calm traffic on Ulloa and Vicente streets

...to signal to people driving to slow down as they approach an area with significant pedestrian activity.

Simplify the West Portal Avenue and Ulloa Street intersection

...to discourage through-traffic and better define ROW in this unusually busy node of pedestrian activity.

Redesign the station entrance "horseshoe"

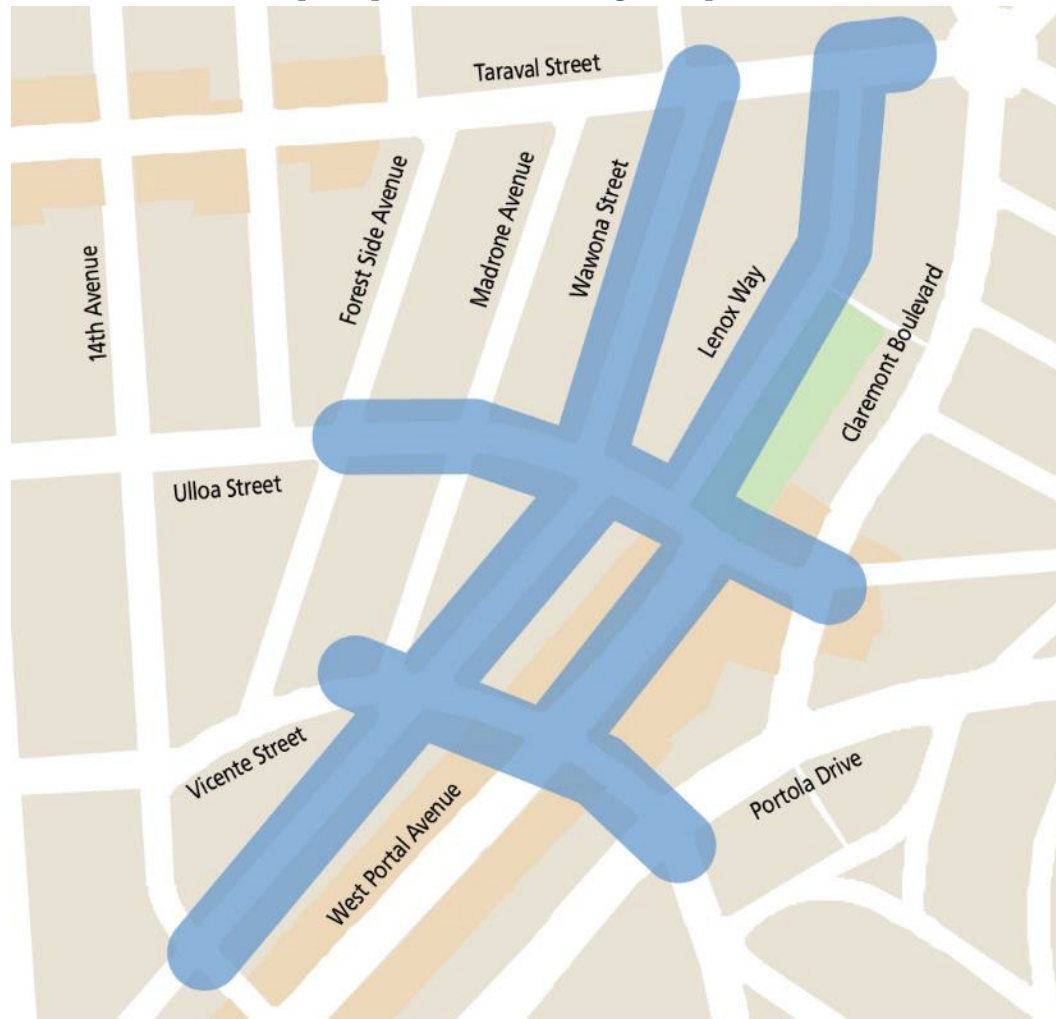
...to visually enhance the station entrance, provide more room for people, and help direct riders to the best path of travel.

Support a vibrant West Portal commercial corridor

...to ensure customers traveling by all modes of travel are able to easily access the commercial area

A holistic approach to improving safety

Streets with proposed safety improvements



Overview of proposed improvements



Some additional improvements are not shown here but are summarized in subsequent slides and in staff report.

Ulloa Street traffic calming

Treatments at both intersections and along centerline together aim to discourage speeding

Example treatment at Ulloa Street/Madrone Avenue. Similar treatments would be implemented at all Ulloa Street intersections, Forest Side to West Portal avenues



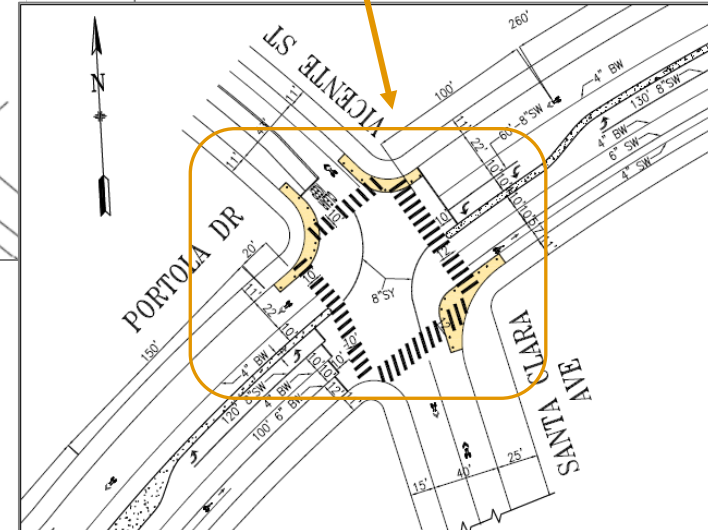
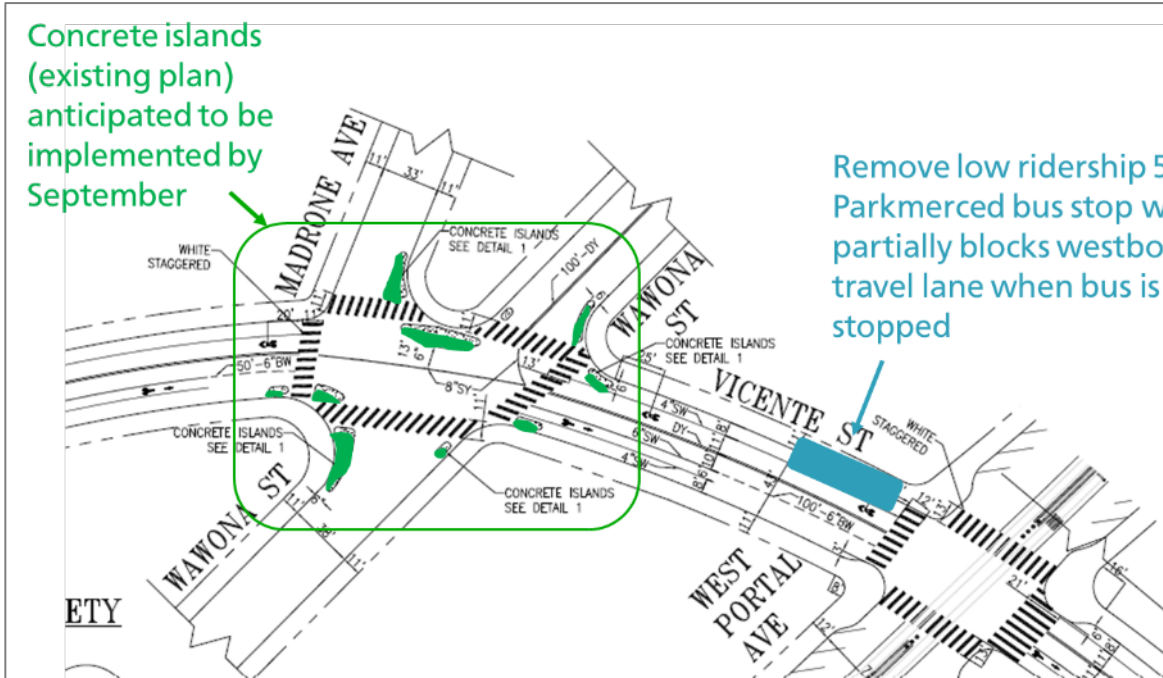
Vicente Street traffic calming

Treatments between Vicente Street/Wawona Avenue/Madrone Avenue and Vicente Street/Portola Drive would calm traffic approaching West Portal Avenue

Concrete islands
(existing plan)
anticipated to be
implemented by
September

Remove low ridership 57
Parkmerced bus stop which
partially blocks westbound
travel lane when bus is
stopped

Painted safety zones to slow down
vehicles including vertical elements



Wawona Street traffic calming



Example of speed cushion

- 6 new traffic calming treatments (e.g. speed tables or speed cushions) would be installed along the three blocks of Wawona Street between 14th and Taraval avenues
- Responds to recent data showing 14-20% of cars on these blocks are traveling >5 mph above speed limit and to mitigate any potential traffic diversions from proposed turn restrictions

Recommended vehicle restrictions + transit lanes

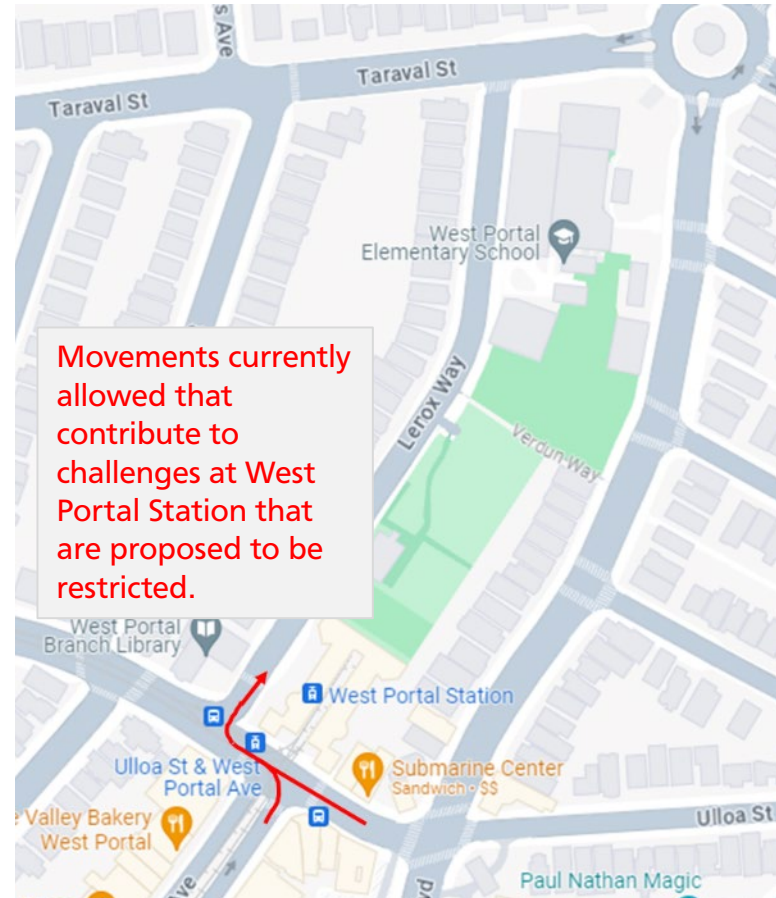
Striking the right balance between decreasing conflicts at West Portal Avenue/Ulloa Street and minimizing traffic increase at West Portal Avenue/Vicente Street and on Wawona Street



One-way Lenox Way

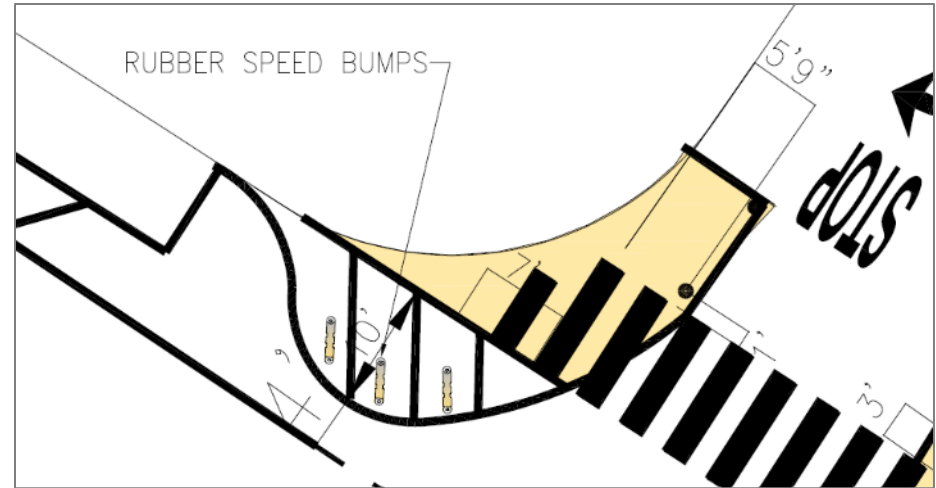
Discourages station area through traffic. Lenox Way traffic could only turn right to travel westbound on Ulloa Street away from West Portal Station

- Southbound Lenox Way would direct traffic away from West Portal Avenue/Ulloa Street intersection
- Parents dropping off students at West Portal Elementary would be able to access Lenox Way from Taraval Street and pull over on the left side of the street, eliminating the temptation to make U-Turns
- Would allow for additional channelization of Lenox Way/Ulloa Street intersection to improve compliance with no southbound left turns from Lenox Way onto Ulloa Street



One-way Lenox Way

Design refinements that respond to community concerns



Painted edge line

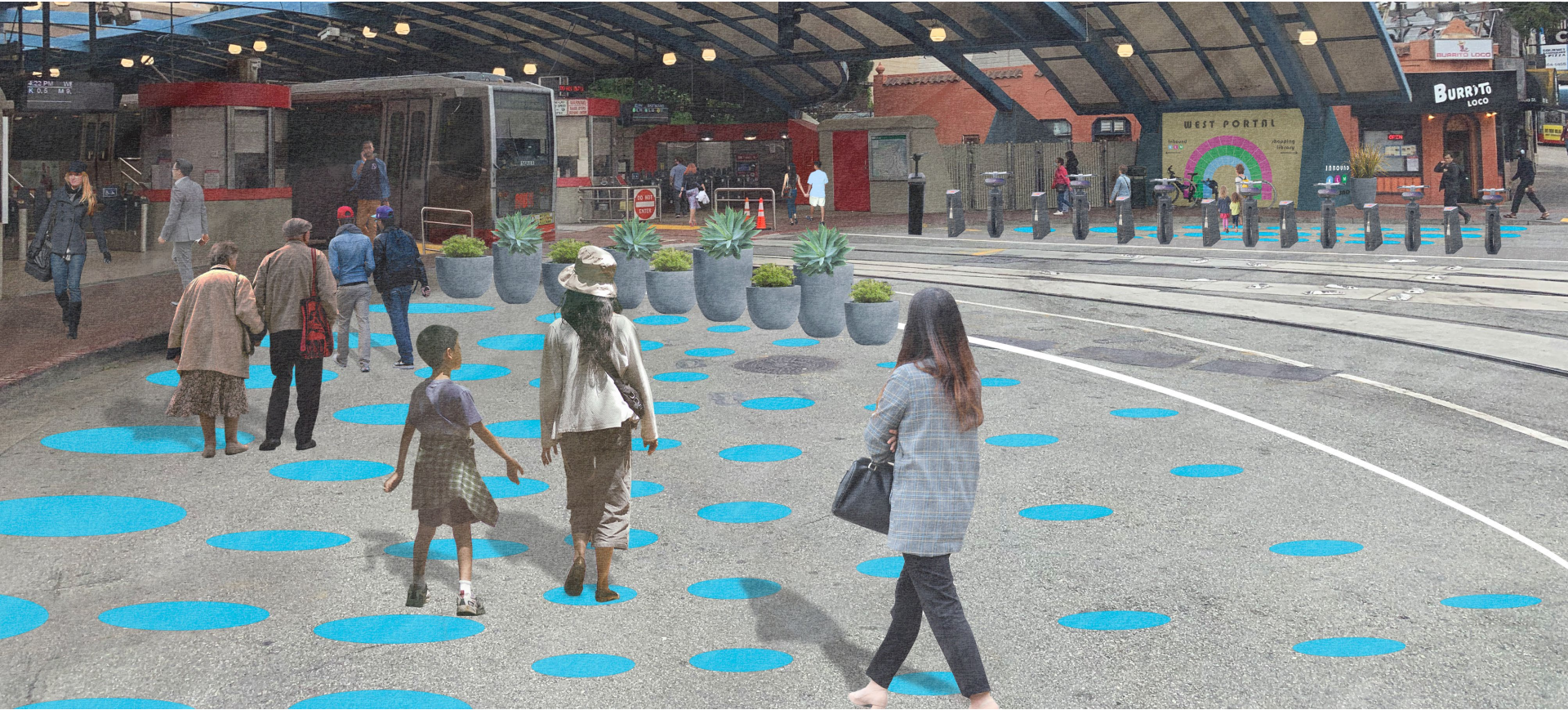
- Would visually narrow roadway
- Helps provide clear space to help back partially out of driveway to have improved visibility to complete maneuver

Modification to Painted Safety Zone at Ulloa Street/Lenox Way

- Provides room for a car on southbound Lenox Way to turn onto Ulloa Street and use the bus zone to pass a train stopped in the roadway, if needed.
- Rubber speed bumps would discourage this maneuver except when needed

Horseshoe redesign

Visually enhance station entrance, provide more room for people to access the station, help direct riders to the best path of travel to platforms

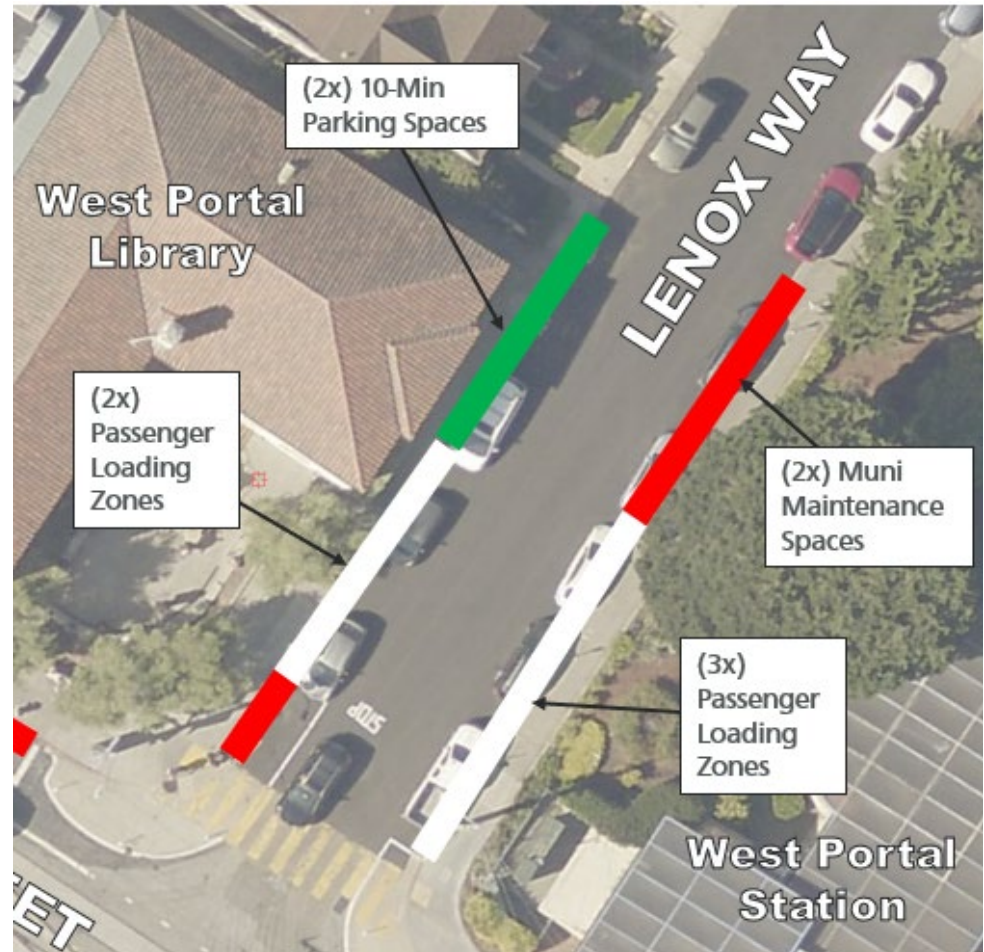


- Draft concept, subject to change as a part of ongoing design review. Horseshoe changes do not require legislation by MTA Board.
- Would use temporary materials designed to last 3-5 years to study effectiveness and consider a more permanent redesign

“Kiss and Ride” expansion and other color curb changes in response to feedback

Lenox Street

- Three additional white passenger loading zones (+2 next to West Portal Station, +1 next to library)
- Two new Muni maintenance parking spaces on east side of Lenox.
- Two parking spaces will be restored on Vicente at West Portal (1 general, 1 blue zone)

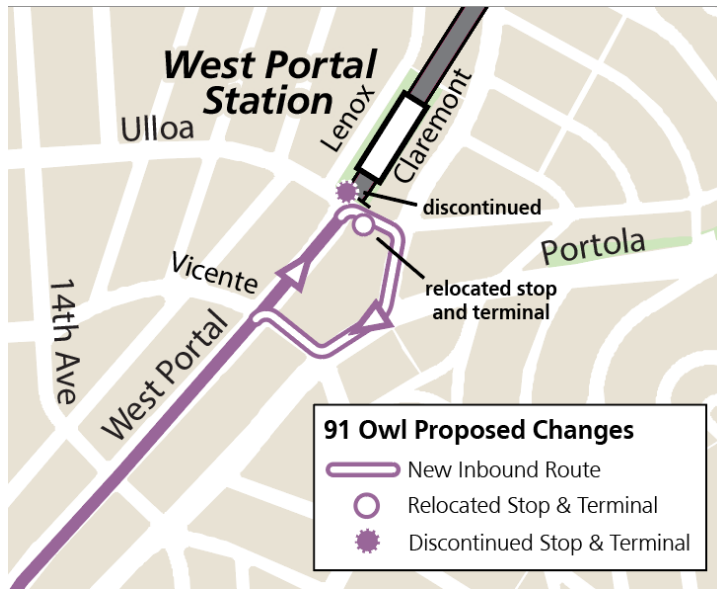


Other changes

91 Owl reroute and stop relocation, Taraval Street changes

91 Owl

- Stop and terminal relocated to northside of Ulloa Street
- Routing modified to include Ulloa Street /Claremont Boulevard/Portola Drive



Taraval Street

- Daylighting and re-location of Claremont Boulevard school bus loading zone (removal of ~5 parking spaces) during West Portal Elementary School construction.

Traffic study results

Street	% increase in traffic with proposed turn restrictions
Vicente Street between Wawona and West Portal	10%
Wawona Street between Ulloa and Vicente	22%
Wawona Street between Ulloa and Taraval	0%
Claremont Boulevard between Ulloa and Portola	0%
Claremont Boulevard between Dorchester and Ulloa	3%
Taraval Street between Wawona and Lenox	4%

Recommended turn restrictions minimize increases in traffic as compared to earlier Option 1 and 2 scenarios that forecast 20-35% increase in traffic at West Portal Avenue/Vicente Street and 50-75% increase in traffic on Wawona Street

Source: Fehr & Peers

Outreach overview

- Over 20 stakeholder meetings
- 3 pop-ups in neighborhood
- Online and paper survey
 - Over 4,000 responses
- Website
- Blog
- Subscriber updates and emails
 - Over 800 emails received
- Translation/interpretation provided in Spanish and Chinese
- 15+ media stories drove additional interest
- 4 meetings of 11-member Welcoming West Portal Committee

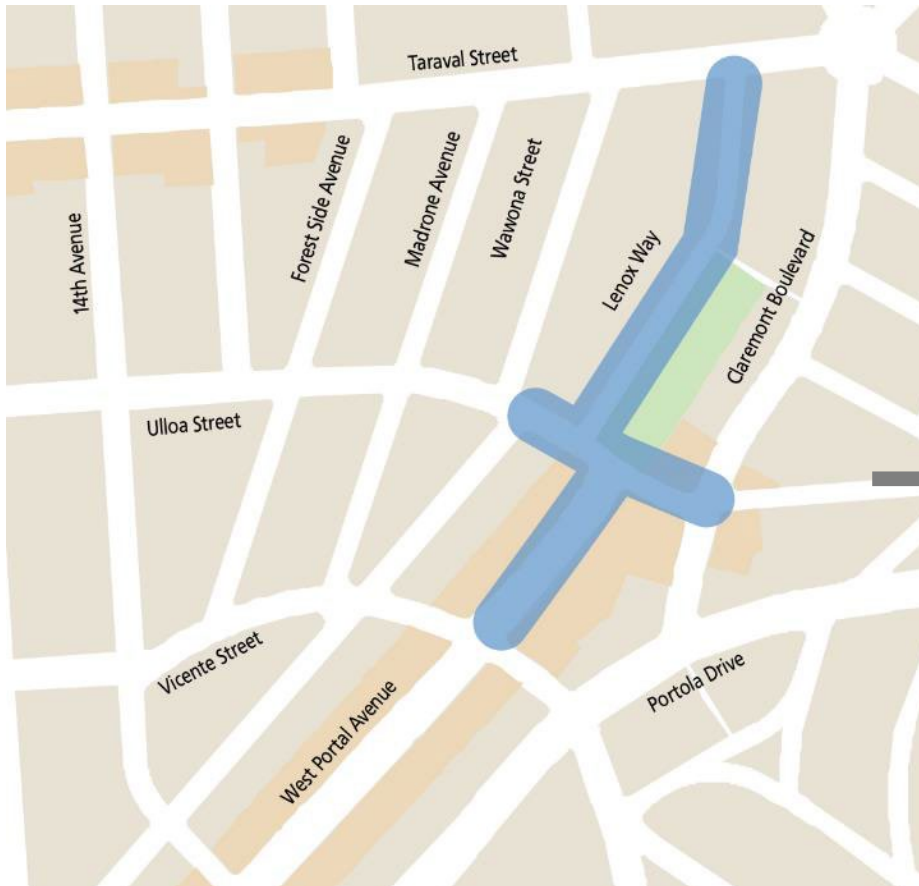


Welcoming West Portal Committee

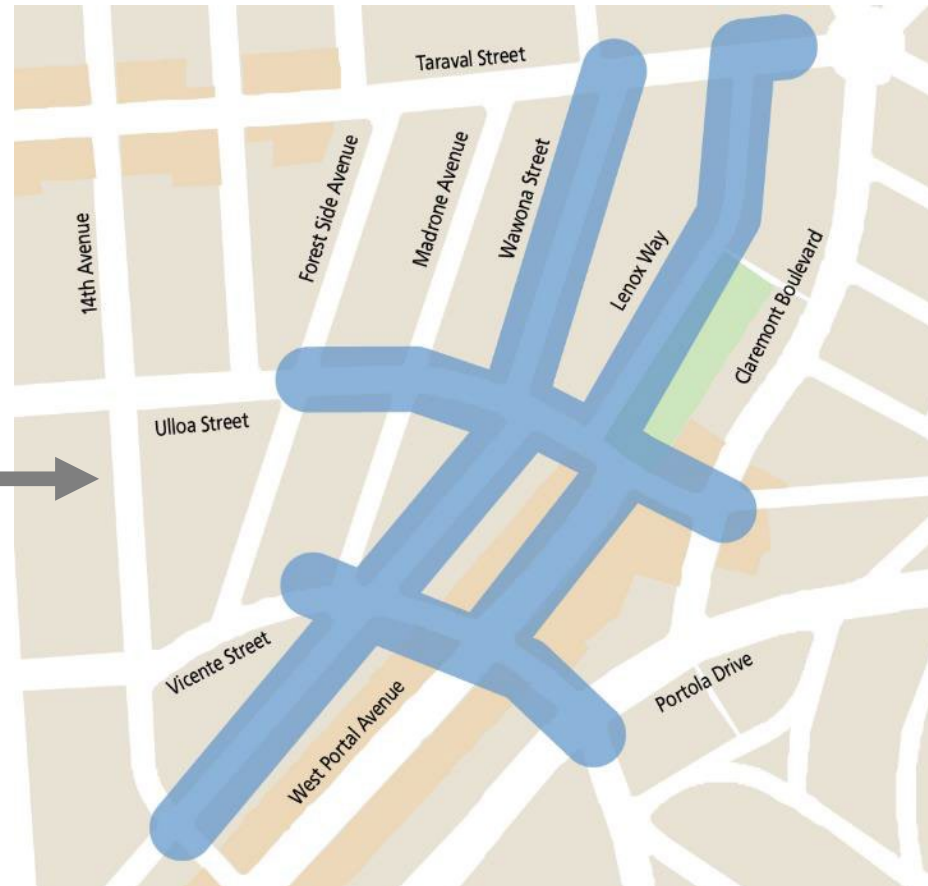
- 11-member group met four times between May 15 and June 10
- Improvements to project proposal developed by Committee
 - More holistic approach to improving safety
 - Introducing southbound left-turn restriction from West Portal Avenue to Vicente Street
 - Eliminating 57 Parkmerced bus stop on Vicente Street at West Portal Avenue
- Informed the recommended set of vehicle restrictions by expressing concerns about the tradeoffs between decreasing traffic at West Portal Avenue/Ulloa Street and increasing traffic at West Portal Avenue/Vicente Street and on Wawona Street (9 members preferred Option 3a or 3b, 1 preferred Option 1a per June 3 committee meeting polling of options).

Community and committee involvement resulted in an expanded and more holistic set of safety proposals

Where we started



Current proposal



What we heard and what we did

Feedback	Response
Process is too fast and should be more collaborative	Welcoming West Portal Committee created. Two-part SFMTA Board consideration: June 4 info/July 16 action
Take a more holistic approach to improving safety in the neighborhood	Project proposals were expanded to provide holistic safety improvements. Proposed vehicle restrictions were modified to strike a balance between reducing conflicts at West Portal Avenue/Ulloa Street and minimizing increased traffic at West Portal Avenue/Vicente Street
Vehicle restrictions could make accessing businesses difficult or confusing	Some of the vehicle restrictions originally proposed have been dropped
Transit lanes could be confusing and hard to enforce given significant double-parking	Proposed transit lane limits were decreased to focus on reinforcing turn restrictions
Concerns with one-way Lenox Way	Painted edge line, modified Painted Safety zone, additional passenger loading zones added
Project implementation should be coordinated with L Taraval rail return	Vehicle restrictions will be timed to return of L Taraval rail

Next steps

If approved by SFMTA Board, next steps would include:

- **Implementation:**
 - 1-way Lenox before SFUSD school year start (August 19, 2024)
 - Late Summer: horseshoe redesign
 - Fall (along with L Taraval resuming rail service): Vehicle restrictions and traffic calming
 - Later this year/early next year: Wawona/Ulloa streets pedestrian crossing beacon
- **Monitoring/Evaluation**
 - Changes in traffic speeds on select streets including Ulloa Street, Lenox Way and Wawona Street streets
 - Perception of safety as measured through intercept survey
 - Observations and survey to evaluate success of horseshoe design
 - Potential other metrics
- **Potential Additional Longer-Term Improvements**

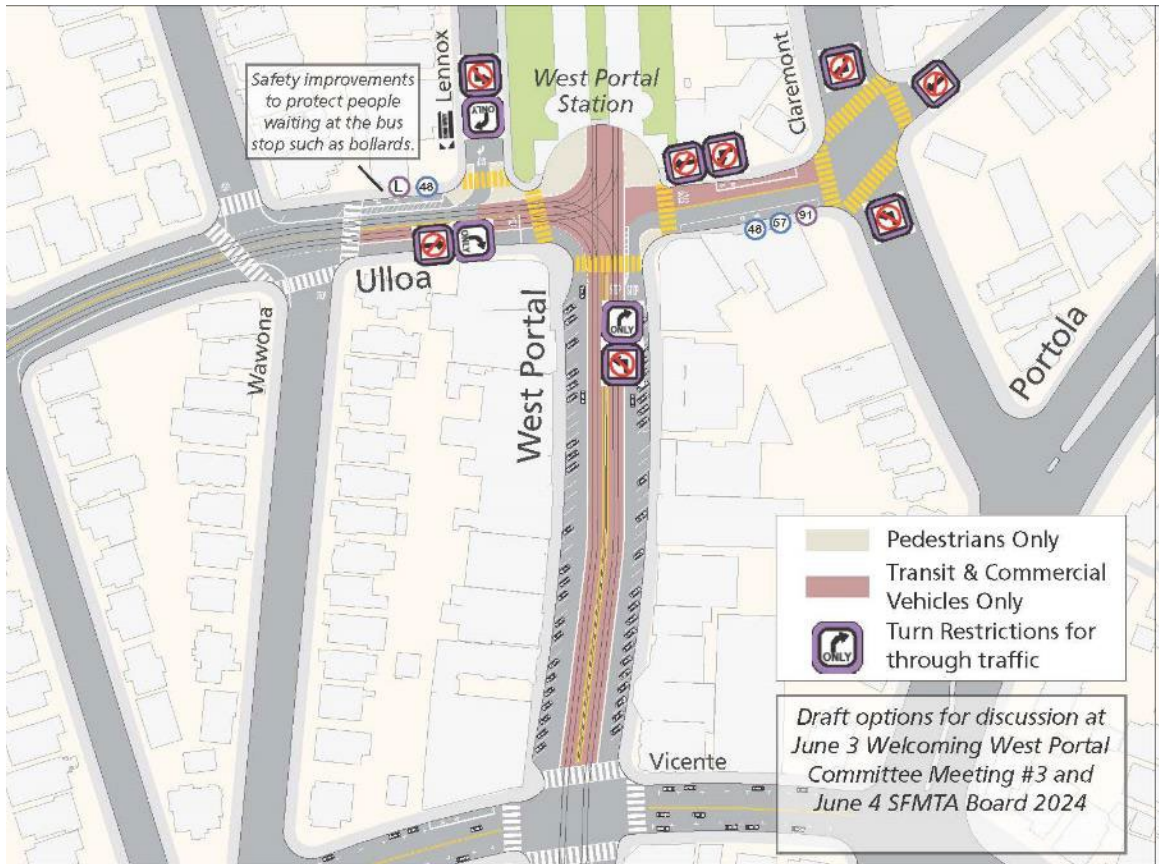
Thank you

[SFMTA.com/WestPortalProject](https://www.sfmta.com/WestPortalProject)

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Option 1a – Original proposal



*Diagram is conceptual and subject to refinement as design is advanced

Safety:

- Significantly decreases private vehicle-pedestrian conflicts at West Portal Avenue/Ulloa Street intersection

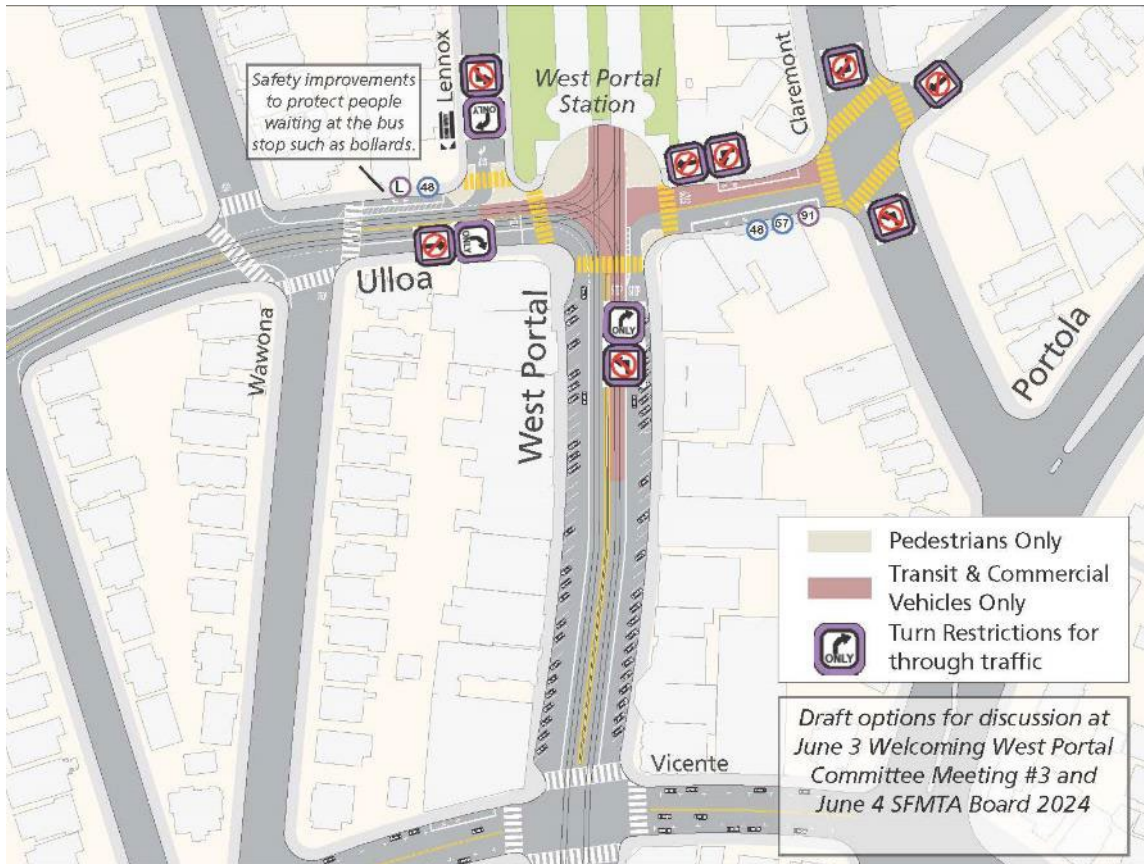
Transit:

- Protects transit from vehicle traffic with transit lanes
- Significantly decreases transit-private vehicle conflicts at West Portal/Ulloa

Community feedback:

- Key areas of concern include bus stops on Ulloa Street east of West Portal Avenue and decreased vehicular access

Option 1b – Original with reduced transit lanes



*Diagram is conceptual and subject to refinement as design is advanced

Safety:

- Significantly decreases private vehicle-pedestrian conflicts at West Portal Avenue/Ulloa Street intersection

Transit:

- Significantly decreases transit-private vehicle conflicts at West Portal Avenue/Ulloa Street

Community feedback:

- Responds to feedback suggesting shorter transit lanes given project's focus on safety (vs. transit speed and reliability)

Option 2 - Ulloa transit mall



*Diagram is conceptual and subject to refinement as design is advanced

Safety:

- Significantly decreases private vehicle-pedestrian conflicts on Ulloa Street between West Portal Avenue and Wawona Street

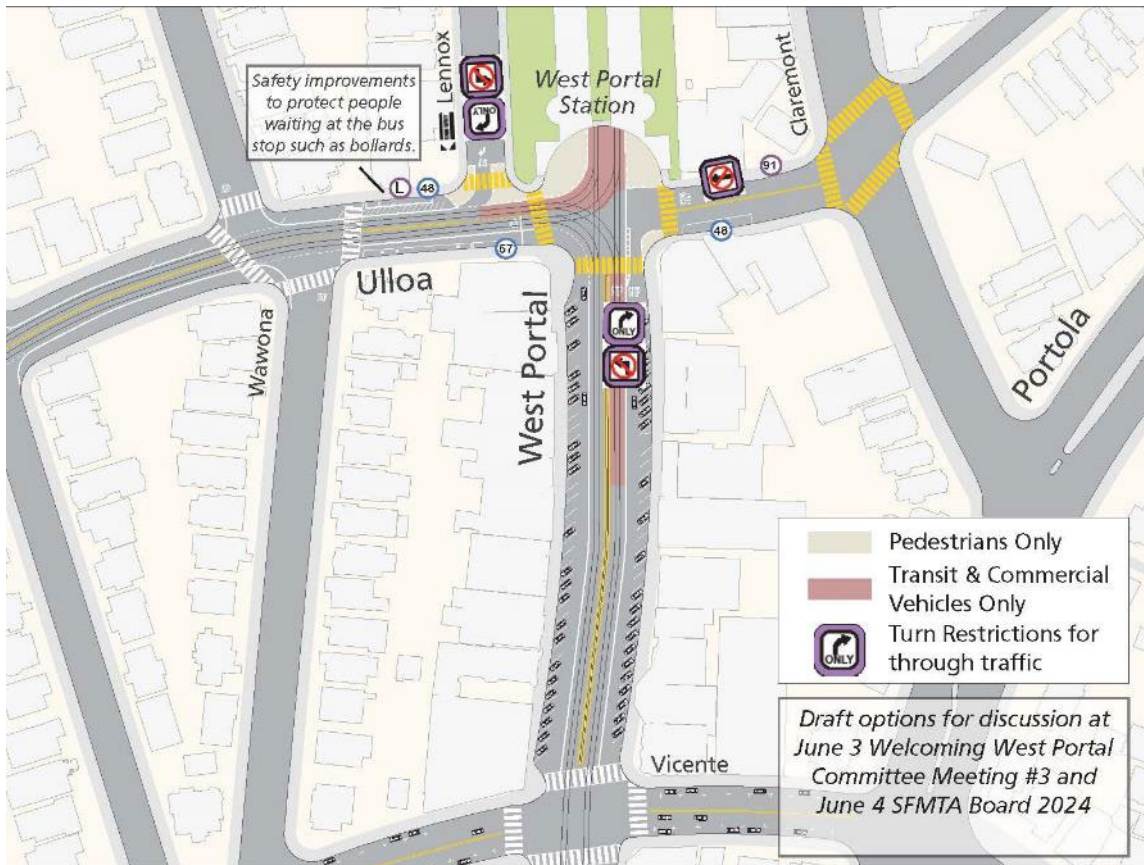
Transit:

- Decreases transit-private vehicle conflicts on Ulloa Street between West Portal Avenue and Wawona Street
- Relocated 48 Quintara-24th Street bus stop could contribute to transit delays when pedestrians transfer diagonally across the tracks

Community feedback:

- Responds to feedback requesting: 1) Relocating bus stops on Ulloa Street east of West Portal Avenue; 2) Retaining westbound left turns on Ulloa Street from Claremont Boulevard and westbound left to West Portal Avenue; 3) Additional changes to calm traffic on Ulloa Street

Option 3a – Fewer vehicle restrictions



*Diagram is conceptual and subject to refinement as design is advanced

Safety:

- Decreases some private vehicle-pedestrian conflicts at West Portal Avenue/Ulloa Street intersection

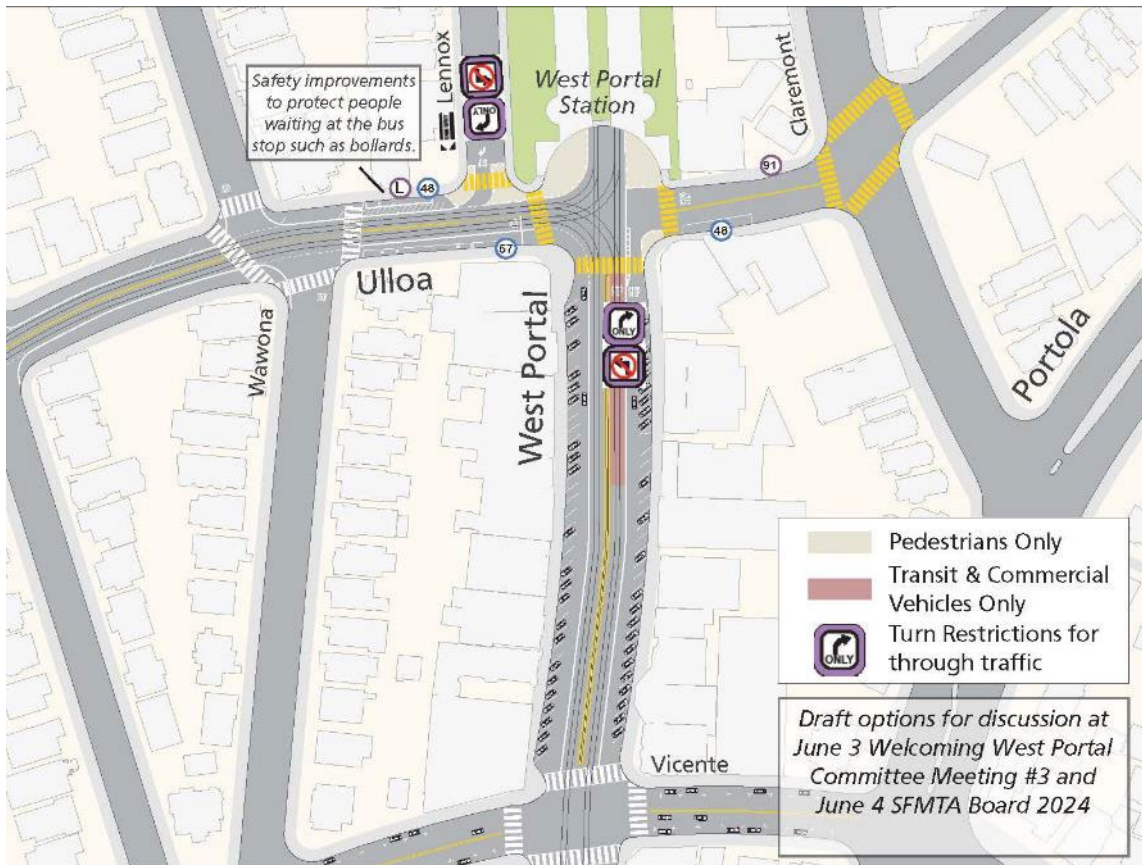
Transit:

- Decreases some transit-private vehicle conflicts at West Portal Avenue/Ulloa Street

Community feedback:

- Responds to feedback requesting:
 - 1) No additional bus stop/terminal space on Ulloa Street east of West Portal Avenue;
 - 2) Retaining westbound vehicular access on Ulloa Street from Claremont Boulevard and westbound left to West Portal Avenue;
 - 3) Retaining vehicular access for Ulloa Street eastbound through movements

Option 3b – Fewest vehicle restrictions



*Diagram is conceptual and subject to refinement as design is advanced

Safety:

- Smaller decrease in private vehicle-pedestrian conflicts at West Portal Avenue/Ulloa Street intersection

Transit:

- Smaller decreases in transit-private vehicle conflicts at West Portal Avenue/Ulloa Street

Community feedback:

- Responds to feedback requesting:
 - 1) No additional bus stop/terminal space on Ulloa Street east of West Portal Avenue;
 - 2) Retaining westbound vehicular access on Ulloa Street from Claremont Boulevard and westbound left to West Portal Avenue;
 - 3) Retaining vehicular access for Ulloa Street eastbound through movements;
 - 4) Retaining westbound vehicular access for Ulloa Street westbound through movements