WHY TARAVAL STREET
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?
- Great: 30%
- Okay: 15%
- Needs improvement: 55%

What would improve your ride?
- Faster on and off the train: 10%
- More reliable trip: 15%
- More trains: 10%
- Less stops: 7%
- Other: 6%

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

<table>
<thead>
<tr>
<th>Pedestrian Injury Collisions</th>
<th>L Taraval Stops</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 collision</td>
<td>Boarding in middle of street without island</td>
</tr>
<tr>
<td>3</td>
<td>Boarding at island or curb</td>
</tr>
<tr>
<td>5 LRV passengers struck (22 total)</td>
<td>Inbound boarding at island or curb, outbound boarding in street</td>
</tr>
<tr>
<td>10 All pedestrian collisions (46 total)</td>
<td>Inbound boarding in street, outbound boarding at island</td>
</tr>
</tbody>
</table>
PROPOSED SAFETY IMPROVEMENTS: BOARDING ISLANDS

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.

Taraval/23rd Ave. boarding island

Judah Street boarding island
• **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)