

Prop AA Vehicle Registration Fee Project Information Form

Project Name:	Page Street Neighborway (Webster to Market)
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)
Project Location:	Page Street between Webster and Market/Gough streets
Supervisory District(s):	D5
Project Manager (name, phone, email):	Casey Hildreth, casey.hildreth@sfmta.com, (415) 646-2217
Brief Project Description for MyStreetSF (50 words max):	Pedestrian, school zone, and traffic safety improvements including six sidewalk bulbouts and the city's first raised (traffic-calmed) intersection at Buchanan Street/Koshland Park
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The Page Street Neighborway Phase One project would construct six sidewalk bulbouts along Page Street (at Gough, Laguna, and Buchanan streets) to shorten crossing distances, slow turning vehicle traffic, and improve overall pedestrian safety and comfort. These improvements were selected based on extensive safety analysis, coordination with other projects in the vicinity, and public feedback collected over many years from key stakeholders in a variety of ways, including multilingual focus groups with elementary school parents/staff and affordable housing residents. Four of these expanded sidewalks would also include landscaped raingardens to capture and slow down stormwater while enhancing pedestrian comfort and neighborhood livability (to be maintained by the SF Public Utilities Commission).</p> <p>At the Page and Buchanan intersection (within the John Muir Elementary school zone), the project would also construct the city's first raised intersection, with vertical deflection for vehicles, special paving to enhance pedestrian priority, and seating opportunities for rest/social gathering. The new raised, 'curbless' design is expected to set a new benchmark in accessibility for such intersections. These improvements have been coordinated with ambitious traffic diversion and traffic calming measures as part of both the Page Street Bikeway Pilot and emergency-approved Page Slow Street projects, and generally helps connect and extend priority bicycle and pedestrian treatments as part of the Better/car-free Market Street project and as envisioned by SF Green Connections Plan.</p> <p>Readiness: The project is expected to complete design by the end of September 2020 and could be constructed in 2021. Given its location on the COVID-related Slow Street, timely completion of this project could further enhance options for social-distancing and sustainable mobility for both local residents and the city at large. With COVID helping depress overall vehicle trips (e.g. regional trips to the central freeway and local school trips to JMES) and with the current vehicle restrictions in place as part of the Page Street Bikeway Pilot, there is a timeliness, efficiency, and urgency to funding these improvements on Page Street as quickly as possible so that a contractor can be selected to start early next year.</p>
Describe Benefits to Communities of Concern and Disadvantaged Populations	<p>Project would construct traffic calming (raised intersection), sidewalk widening, ADA accessibility and 'greening' improvements directly adjacent to a diverse affordable housing development (Hayes Valley Apartments) with approx. 80 units as well as the Koshland Park community open space and learning garden. These improvements would also serve the John Muir Elementary School zone, where according to the 2018/2029 school accountability report card (SARC):</p> <ul style="list-style-type: none"> - 76% of students are black or latinx - 84% are considered socio-economically disadvantaged - 16% are unhoused - 12% have a disability <p>Technically outside but in close proximity to the "Community of Concern" designated boundary for the Western Addition/Hayes Valley neighborhood, the project would directly improve pedestrian access and overall safety/well-being for these communities. For example, the project will improve safety along multiple pedestrian routes from Hayes Valley and the Western Addition to Haight Street MUNI bus routes (including MUNI Equity Strategy routes). Improvements along Page also support greater access to the and Van Ness and Market transit lanes and connections to essential and regional services.</p> <p>For example, there is a new 180-unit, car-free, affordable housing complex (455 Fell Street) within one block of the project (at Laguna) in a designated Community of Concern area. Koshland Park is the local park - a 2.5 block walk - where one can expect daycare providers and families to take their children along the route being improved.</p>

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Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>Page Street has long been identified by the community as an important pedestrian and bicycle priority corridor in the Market-Octavia Area Plan (2009) and by Hayes Valley Neighborhood Association requests, as well as by the SFMTA's citywide Bicycle Plan (2009). More recent city planning includes the SF Planning Department's Green Connections Plan (2015) and Lower Haight Public Realm Plan (2017) community engagement processes, both of which prioritize Page Street pedestrian and public realm improvements such as those included in this project.</p> <p>Planning and public engagement for the Page Neighborway planning phase can be traced back to walking tours and open houses held in 2015, and that continued until mid-2018 with additional open houses, public hearings, and SFMTA Board approval. As part of a robust outreach program that included direct mailers, web and social media, and targeted focus group meetings with school-parent (John Muir Elementary) and affordable housing resident (Hayes Valley Apartment) stakeholders.</p> <p>The corridor is also considered a key bike route for the 1,500+ riders who rode into downtown (pre-COVID) every day, and a key lifeline in these difficult times for the many residents and families using the COVID-emergency Page Street Slow Street corridor for daily errands, access to services, and general health/well-being.</p> <p>More background and details of the extensive project outreach phase is available at sfmta.com/pagestreet</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	<ul style="list-style-type: none"> • SF Public Works - Arun Bhatia, Project Manager, arun.bhatia@sfdpw.org • SF Public Utilities Commission (SFPUC) - Sarah Bloom, Urban Watershed Management, sbloom@sfwater.org
Type of Environmental Clearance:	Note to File under Better Streets Plan Mitigated Negative Declaration (CEQA MND)
Comments	*The MTA has pending Prop AA deobligations. We ask that this project receive those funds if they become available within the grant programming time frame. The additional Prop AA funding would help to make flexible Population Baseline funds available to move to another project in need of funding. We could move the population baseline savings to 6th Street or keep them on Page if bids come in higher than expected. These projects promote pedestrian safety and are consistent with Prop AA criteria.

Project Delivery Milestones	Status	Work	Start Date		End Date
Phase*	% Complete as of 7/1/20	In-house, Contracted, or Both	Month	Calendar Year	Month
Planning/Conceptual Engineering (typically 30% design)	100%	In-house	Apr-Jun	2015	Jan-Mar
Environmental Studies (PA&ED)	100%	In-house	Apr-Jun	2017	Apr-Jun
Design Engineering (PS&E)	90%	Both	Apr-Jun	2018	Oct-Dec
Right-of-Way	N/A				
Advertise Construction	0%	N/A	Oct-Dec	2020	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2021	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

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Project Name: Page Street Neighborway (Webster to Market)

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$424,000			\$424,000	Actual
Right-of-Way	\$0	N/A			
Construction	\$1,425,000	\$262,636		\$1,162,364	
TOTAL PROJECT COST	\$1,849,000	\$262,636	\$0	\$1,586,364	
Percent of Total		14%	0%	86%	

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	20/21	21/22	22/23	23/24	24/25	Total
Design Engineering (PS&E)						\$0
Construction	\$262,636					\$262,636
TOTAL BY FISCAL YEAR	\$262,636	\$0	\$0	\$0	\$0	\$262,636

*This call for project will program funds in FYs 2020/21 and 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$262,636			\$262,636
<i>IPIC</i>		\$1,345,649		\$1,345,649
<i>POPULATION BASELINE</i>		\$240,715		\$240,715
TOTAL	\$262,636	\$1,586,364	\$0	\$1,849,000

Desired Prop AA Programming Year
Fiscal Year 2020/21

Comments/Concerns

PAGE STREET NEIGHBORWAY

"Phase One" from Market Street to Webster Street

SFMTA.COM/PAGESTREET

MARCH 2018



In February 2016, striping changes on Page Street near Octavia Boulevard helped reduce conflicts between bicyclists, pedestrians, and vehicles waiting to turn onto Octavia Boulevard.

Page Street is an important corridor for the Hayes Valley / Lower Haight neighborhoods, especially for families with children attending John Muir Elementary School and residents walking to nearby destinations including Koshland Park. Page Street is also a critical east-west bicycle route, where there are often more bicyclists than vehicles coming down the hill toward downtown in the morning commute. Lastly, Page Street has become an increasingly popular route for drivers seeking to access Octavia Boulevard and the Central Freeway, resulting in significant traffic congestion throughout the day, poor air quality, excessive noise, and conflicts between roadway users.

To address conflicts between roadway users and to promote a walkable, bikeable, and calmer neighborhood street, the San Francisco Municipal Transportation Agency (SFMTA) and partner city agencies are proposing to upgrade Page Street between Market and Stanyan streets into a "neighborway," with an initial focus on the segment of Page Street between Market and Webster streets in Hayes Valley.

What Is a 'Neighborway'?

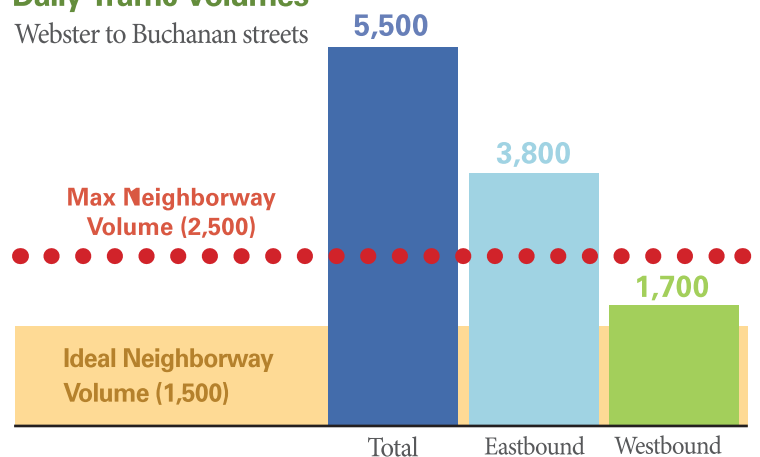
Neighborways are residential streets designed for low vehicle traffic and speeds, where children can feel safer and people walking and biking are given priority. They provide both local connections to schools, parks, and nearby services; and linkages to the citywide bikeway network. Ideal neighborways are quieter, slower, and 'greener' than nearby arterial streets, providing a bit of refuge in a busy city. Although called by other names in other cities, the 'neighborway' concept has been implemented throughout North America, including in U.S. cities like Seattle, Portland, and Palo Alto, CA.



Photo of a typical neighborway with low vehicle traffic and speeds, where children can play and people of all ages walking and biking are given priority.

Daily Traffic Volumes

Webster to Buchanan streets



Page Street in Hayes Valley currently carries more than twice the recommended maximum number of vehicles for a neighborway. For Page Street to work as a calm, quiet street this will require measures that reduce the overall volume of traffic.

Who Was Consulted and What Is Proposed?

For nearly two years, the SFMTA engaged the community on the Octavia Boulevard Enhancement Project (sfmta.com/octavia), which included public open houses and regular communication with the Hayes Valley Neighborhood Association (HVNA) and the Market-Octavia Community Advisory Committee (MOCAC). The need to address safety and congestion on Page Street was prioritized throughout this process, which led to bike 'spot improvements' in 2016/2017 and the creation of the Page Street Neighborway "Phase One" project. A separate "Phase Two" effort will begin later in 2018 to solicit public input and propose designs for Page Street between Webster and Stanyan streets.



The current “Phase One” proposal to improve Page Street in Hayes Valley consists of the following:

- 1. Six concrete bulbouts** to improve pedestrian comfort and safety, help calm traffic at intersections, and provide landscaping and other greening opportunities
- 2. A raised intersection at Buchanan and Page streets**, which may include special paving and other decorative streetscape elements
- 3. A traffic diverter (circulation change) at Webster Street**, which would prohibit traffic from continuing eastbound on Page Street past Webster Street in order to limit overall traffic volumes on Page Street. This diverter is proposed as a pilot project, meaning it would be implemented for a one-year trial basis and made permanent only after a comprehensive evaluation confirms no problematic impacts to surrounding streets.

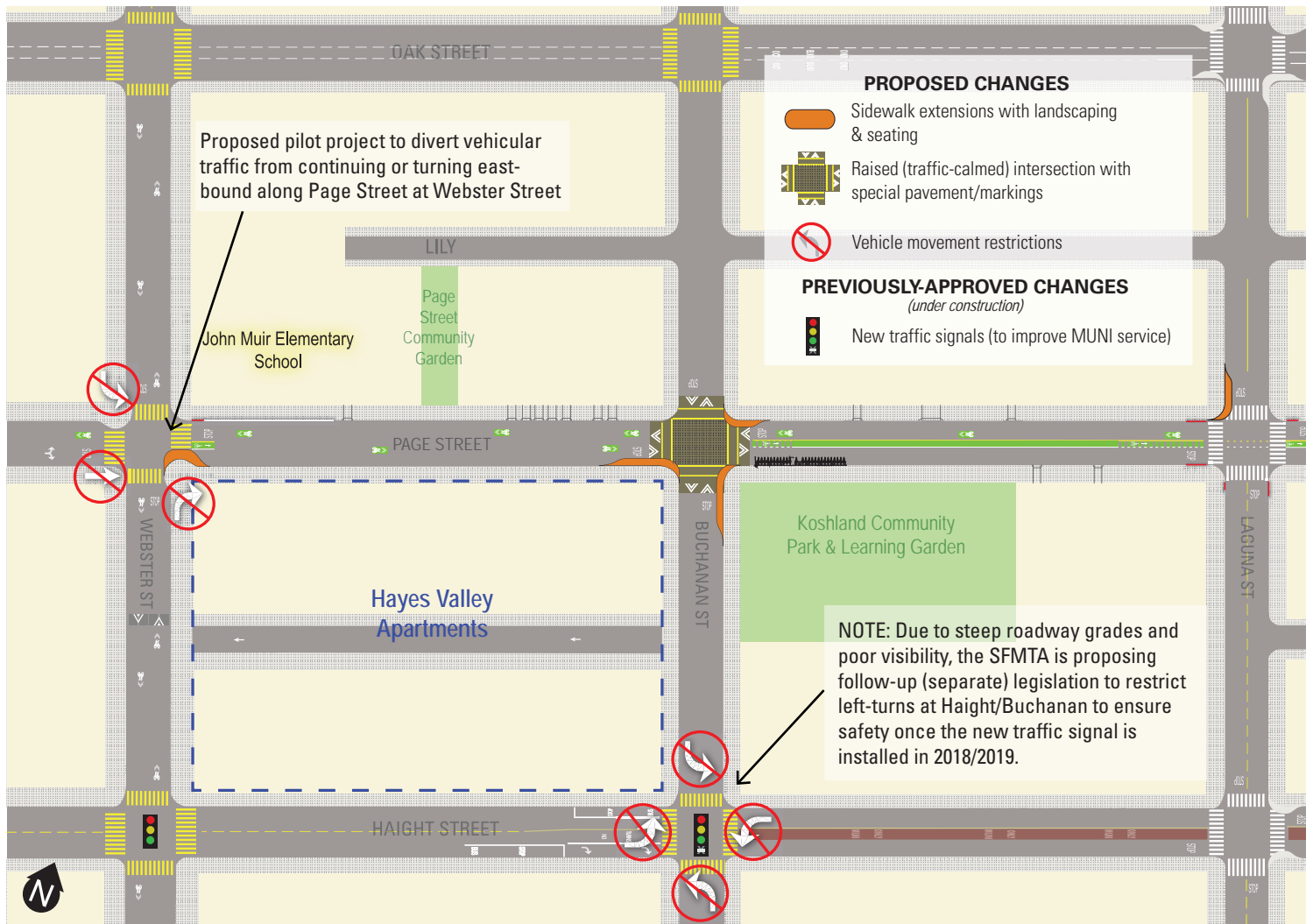


The project proposal was shown and discussed most recently at a March 2017 public open house held at John Muir Elementary. Public feedback was generally positive, although various questions were raised about the pilot traffic diverter proposal and, to a lesser extent, the parking loss. Both project materials and a summary of public comments are available at www.sfmta.com/pagestreet.

What Are The Impacts?

To make room for widened sidewalks and the traffic diverter, approx. 14 parking spaces would be removed between Webster and Gough streets on or adjacent to Page Street. Traffic that is currently using Page Street eastbound to reach Octavia Boulevard would have to use parallel streets such as Oak or Haight streets or find an alternative route to the freeway. Page Street in this area would remain two-way, and would become a much calmer, quieter, and safer corridor for residents and those traveling on foot or by bike.

Project Map *(Focus Area of Webster to Laguna Only)*



Page Street Neighborhood proposal for Webster to Laguna streets. Additional bulbouts (not shown) are also proposed for the Gough/Page intersection east of Octavia Boulevard.

Project Timeline

SFMTA staff will be seeking approval from the SFMTA Board in mid 2018, at which point an additional 8-12 months would be needed for detailed design. Construction is expected by early 2020, with implementation of the pilot diverter in summer 2019 (pending approvals).



* SFMTA Engineering Public Hearing and SFMTA Board Meeting dates to be confirmed in early 2018, subject to change.



Questions or Concerns?

Visit sfmta.com/pagestreet or contact Jenn Chan at jennifer.chan@sfmta.com or 415-646-2789



OPEN HOUSE #3 SUMMARY

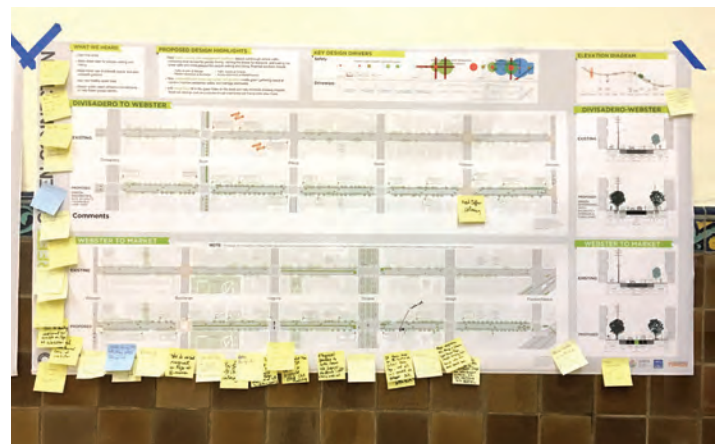
On March 15, 2017, 74 people came to the third and final public meeting for the Lower Haight Public Realm Plan. Roughly 54 of attendees were neighborhood residents. The open house was a joint public workshop with the SF MTA's Page Street Neighborway project (Formerly Page Street Green Connections). The meeting was an open house format in which attendees shared their thoughts and ideas about the design concepts proposed for Haight and Page Streets. Below is a list of subjects that were covered over the course of the evening.

PAGE STREET

33 individual comments

- Yes to raised crosswalks
- Oak/Fell rain gardens increase the enjoyable ped/bike experience
- Yes to raised crosswalks at Page? Scott
- Yes to raised sidewalks
- Sharrows don't work if some drivers don't respect it. Protected lanes
- I think bulbouts are more dangerous – it gives pedestrians a false sense of security & actually puts them closer to traffic
- Can MTA work with Google Maps, Waze to stop routing freeway traffic onto Page? Tons of Uber, Lyft drivers are on it because Waze told them to take it.
- Can you still turn left onto Page from N. Webster? If people are trying to park on s side of page won't there be more unsafe u-eyes (i.e., u-turns)?
- Raised crosswalks needed!
- Yes to diverting eastbound car traffic on Page at Webster
- Block eastbound cars at Webster
- Calmer traffic needed
- Consider one way west with parking protected bike lane east
- Yes to diverter! Kids at school deserve safe streets!
- Looks great. Build it!
- Extended center bike lane really makes me feel safe when I bike. Thanks!
- Yes to raised crosswalk on Page at Buchanan
- Yes yes yes to raised infrastructure at Buchanan!

- Yes to Octavia traffic off Page and calming
- Please fix the double parking at the school @ Webster + Page. They park on both side + block traffic
- I would like Page St. to be a bicycle Blvd. like Berkeley
- Physical barriers to bike lanes +/- or bumps to denote bike lane + keep cars off
- Need more (auto) traffic diverters!
- If there were no R turns on Octavia from Page, and all cars queued on Oak, would some of the cars get through? What's the bottleneck?
- Biking is great but how to enforce against bikers blowing through intersections? Especially @ Page & Buchanan. Unsafe for pedestrians
- Surprised to see very little mentions of westbound Page esp. between Gough + Octavia. Lots dbl parking betw Gough + Franklin
- Add extra diverter @ laguna (for eastbound traffic)
- Major congestion btw Gough + Octavia westbound Page. People turning from Gough into the east bound lane.
- Build it



Open House #3 - Page Street Feedback

FOR MORE INFO, VISIT:

SF-PLANNING.ORG

San Francisco
Planning



Open House #3 - Photo Source: Roger Rudick

- Allowing only bikes to enter Market from Page is great. Increased safety and visibility for bikes.
- The extended bike lane is really helpful
- Need traffic calming
- Please find a way to slow bikes @ Buchanan, so pedestrians aren't hurt (speed bump?)

General Comments

- I'm very concerned about the effects of traffic diversion on the surrounding neighborhood. Haight and Page are consistently backed up past Laguna, including during non-commute hours and on weekends. When events are going on downtown it is not uncommon to see traffic backed up past Buchanan on both streets as well as on Laguna and Buchanan. These are all residential streets but this proposal will shift the problems on Page to them. The Haight-Laguna intersection is more dangerous than the Page-Laguna intersection (including due to the presence of Muni) and the traffic diversion proposal could also adversely affect the Lower Haight business district by shifting traffic to Haight St. Need solutions to solve problems, not merely shift them.
- More raised infrastructure (e.g. crosswalks)
- Great! The bike lane on Page (center lane) has been a game changer for any bike commute. Am excited for the extension
- Increased biking and safety for both bikes and pedestrians is welcome. There is still a lot of work to

do to increase bike responsibility for bike yielding. Maybe signs could be installed to make unambiguous that bikes must yield to pedestrians

- Love it, calm Page Street.
- Please do two raised intersections – 1) Page and Buchanan; 2_ Page and Scott. I nearly get hit at both on a daily basis. Cars and bikes don't stop!

HAIGHT STREET COMMERCIAL CORE (PLANS BOARD)

9 individual comments

- More midblock crossing (possibly raised) to slow traffic and make it safer and more comfortable to walk around
- Narrow streets for slower speeds; Raised mid block crossing; Safer bike parking – lights – visibility; Theme of similar trees on streets “Oak”; More bike parking and sitting areas together; Water fountains? Maybe not; Permeable pavement at areas with puddling or at curb ramps; More bike boulevards in residential areas – Sunset – Richmond – to encourage/tune bikes to GG Park/Panhandle/Page
- Wish there were more ways to shrink streets immediately before they cross Haight. (to slow cars, improve safety)
- How can we protect/not lose too much parking? People still need cars...

- Please consider ADA barriers other than seating. 500 block has 4 bars, we don't need nighttime congregation points.
- Look into moving parking from Haight to angled parking on Page with no net loss. Then widen Haight Street
- Can you explore an off-st parking garage to mitigate loss of parking spaces?
- Why no raised crosswalks throughout?
- Haight St needs more space for people. These proposed sidewalks look great!

HAIGHT STREET (RENDERINGS BOARD)

7 individual comments

- I love the place-making, gathering spots. This turns a street into a neighborhood. More please!
- Great idea for the flex gates!
- This reflects the creativity + social vibe of the neighborhood
- Bollard moves up and down, bench disappears into street
- This is fun, and provides needed sidewalk space + seating
- Looks nice! More pedestrian + community friendly
- Amazing idea! I would love a little table here to eat outside on a nice day.

General Comments

- It would be great to slow traffic on streets that approach Haight – bulbouts are awesome (and could do even more) but other ways of slimming the streets as they approach Haight would be great.
- Looks great! Would love to see parts of upper Haight totally car free.
- Adding bulbouts is an excellent change for pedestrian visibility and safety at the expense of just little parking space. Great change!
- I like the seating areas and benches. I'm worried the benches will break.
- Looks good.
- I really don't agree with putting seating all over the 500 and 400 blocks. We have lots of bars, lots of drunks, lots of homeless. Not ok with providing places to congregate.

OTHER FEEDBACK

Q: Do you agree with the Community Design Core Principles? Is there anything missing?

- Yes! Safety is crucial. Parking is less important.
- Yes! I love the dual emphasis of safety/traffic calming + place making fact (sic).
- The creation of more walking space near businesses is great. On the long term it would be great if the Haight somehow can be connected to the Buchanan/Page raised intersection through wider and more lush sidewalks to create an even longer corridor
- All sounds good. More green spaces
- Looks good.
- Looks nice, but focus appears to benefit businesses. There is a LOT of residential in the commercial core of Haight Street, we don't want to become an after-hours hangout got bar patrons or the homeless.

Do you have any other feedback or concerns with the public realm in the Lower Haight neighborhood? Anything we missed? Please let us know!

- Safety over everything
- Really great. Please keep incorporating art + public meeting places
- More green space. More trees. It's so simple and easy.
- I yield to bikes and cars, but can't guess who's going to stop at the stop signs. Can't we all just get along?

Any additional comments or thoughts you might have?

- IN SPANISH NEEDS TO BE TRANSLATED!!

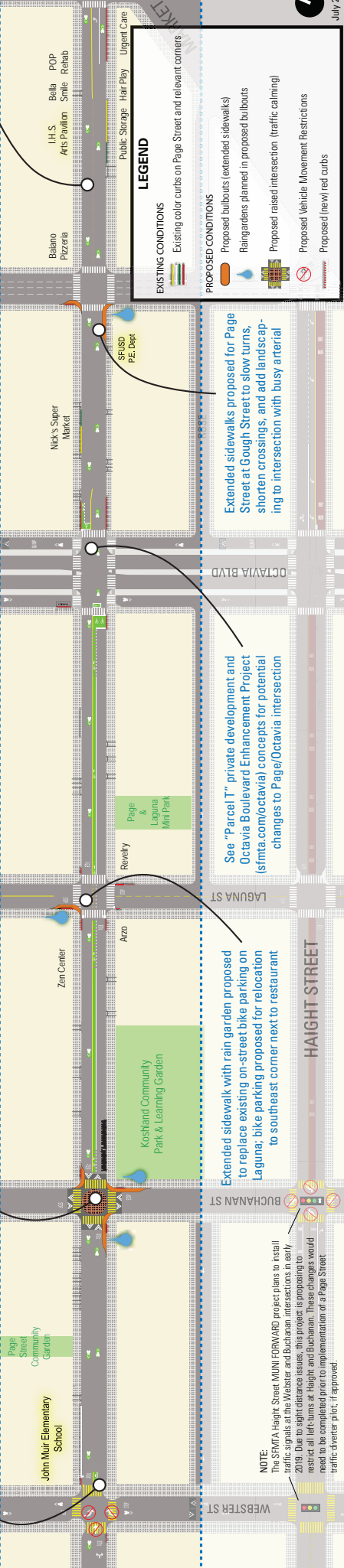
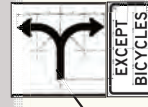
PAGE STREET NEIGHBORWAY PHASE ONE PROPOSAL MARKET TO WEBSTER

Infill street trees to be explored on this block during detailed design phase; longer-term changes to Franklin intersection in design as part of Better Market Street

Raised (traffic-calmed) intersection and extended sidewalks with landscaped rain gardens proposed for Page at Buchanan; signature treatments to serve and link school, park, and affordable housing



Eastbound traffic diverter proposed at Webster Street as a low-cost, one-year pilot; to be evaluated for traffic impacts on Oak, Haight streets prior to considering approval of a more permanent design



Extended sidewalks proposed for Page Street at Gough Street to slow turns, shorten crossings, and add landscaping to intersection with busy arterial

See "Parcel 1" private development and Octavia Boulevard Enhancement Project (sfmta.com/octavia) concepts for potential changes to Page/Octavia intersection

Extended sidewalk with rain garden proposed to replace existing on-street bike parking on Laguna; bike parking proposed for relocation to southeast corner next to restaurant

NOTE: The SFMTA Haight Street MUNI FORWARD project plans to install traffic signals at the Webster and Buchanan intersections in early 2019. Due to sight distance issues, this project is proposing to restrict all left turns at Haight and Buchanan. These changes would need to be completed prior to implementation of Page Street traffic diverter pilot, if approved.

PAGE STREET NEIGHBORWAY

PUBLIC HEARING FOR PROPOSED MODIFICATIONS

[SFMTA.COM/PAGESTREET](https://sfmta.com/pagestreet)

To address conflicts between roadway users and to promote a walkable, bikeable, and calmer neighborhood street, the SFMTA and partner city agencies are proposing to upgrade Page Street between Market and Stanyan streets into a “neighborway,” with an initial focus on the segment of Page Street between Market and Webster streets in Hayes Valley.

The current “Phase One” proposal - developed with neighborhood input over the last several years - consists of:

- **Six sidewalk bulbouts** (*most with new landscaping*)
- **A raised intersection at Buchanan and Page streets**
- **A one-year pilot traffic diverter (circulation change) at Webster Street**



(left) SF Public Works' rendering of the proposed raised intersection

Impacts on Circulation and Parking

To make room for widened sidewalks and the traffic diverter, approximately 14 parking spaces would be removed between Webster and Gough streets on or adjacent to Page Street. Traffic that is currently using Page Street eastbound to reach Octavia Boulevard would have to use parallel streets such as Oak or Haight streets or find an alternative route to the freeway. Page Street in this area would remain two-way, and would become a much calmer, quieter, and safer corridor for residents and those traveling on foot or by bike.

Changes to be heard at the public hearing on June 1st @ 10am:

ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

- Page Street, south side, from 15 to 60 feet westerly of Buchanan Street (Supervisor District 5)
- Page Street, north side, from 15 feet to 20 feet easterly of Buchanan Street (Supervisor District 5)
- Buchanan Street, east side, from 15 to 60 feet southerly of Page Street (Supervisor District 5)
- Laguna Street, west side, from 24 feet to 50 feet northerly of Page Street (Supervisor District 5)
- Page Street, south side, from Gough Street to 61 feet westerly (Supervisor District 5)
- Gough Street, west side, from 20 feet to 37 feet northerly of Page Street (Supervisor District 5)
- Page Street, south side, from Webster Street to 15 feet westerly (Supervisor District 5)
- Page Street, north side, from Gough Street to 15 feet westerly (Supervisor District)

ESTABLISH – NO PARKING, ANYTIME, EXCEPT BICYCLES

- Laguna Street, east side, from 15 to 35 feet southerly of Page Street (Supervisor District 5)

ESTABLISH – RAISED INTERSECTION

- Page Street at Buchanan Street (Supervisor District 5)

ESTABLISH – TEMPORARY PARTIAL DIVERTER AT ALL TIMES EXCEPT BIKES (12-month pilot)

- Page Street, eastbound, at Webster Street (Supervisor District 5)

ESTABLISH – DO NOT ENTER EXCEPT BIKES

- Page Street, eastbound, at Webster Street (Supervisor District 5)

ESTABLISH – NO RIGHT TURNS EXCEPT BIKES

- Webster Street, northbound, at Page Street (Supervisor District 5)

ESTABLISH – NO LEFT TURNS EXCEPT BIKES

- Webster Street, southbound, at Page Street (Supervisor District 5)



SFMTA Public Hearing for proposed modifications

Friday, June 1, 10am
S.F. City Hall, Room 416



SFMTA Board Meeting for proposed modifications

Tuesday, Jul 17, 1pm
S.F. City Hall, Room 400

Opinions on these proposed changes may be filed prior to the hearing by mail to “SFMTA Board of Directors, 1 So Van Ness Ave, 7th Fl, San Francisco, CA 94103” or by email to sustainable.streets@sfmta.com with the subject “SFMTA Board of Directors”. Submissions are public record and will be taken to the attention of the SFMTA Board.

SFMTA project manager: Casey.Hildreth@sfmta.com



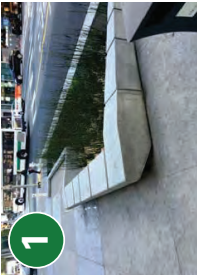
311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة اللغوي على الرقم 311

PAGE STREET NEIGHBORWAY - Webster to Buchanan Streets

Proposed Changes



Draft concept rendering at Buchanan Street



Widened sidewalks at the corners (called 'bulbouts') to help slow turning vehicles, improve walkability by shortening crossing distances, and provide room for landscaped raingardens and rest areas.
Bulbouts with raingardens help capture and treat stormwater, and can provide seating and other landscaping/habitat opportunities



Traffic-calmed or 'raised' intersection to slow vehicles and bicycles where it's most needed (at pedestrian crossings); also provides neighborhood gateway opportunity with special paving and other features.
Raised intersections help calm traffic, prioritize pedestrians, and provide unique neighborhood character. (Image: NACTO)



Eastbound traffic diverter to force vehicles off Page Street at (or prior to) Webster Street, which would cut traffic volumes by more than half between Koshland Park and John Muir Elementary School – reducing noise, air pollution, and conflict while maintaining two-way circulation for parking and bicycles.

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Joice Alley Lighting Improvements
Implementing Agency:	SF Public Works
Project Location:	Joice Alley, between Clay St and Sacramento St
Supervisory District(s):	District 3
Project Manager (name, phone, email)	Michelle Woo, Michelle.Woo@sfdpw.org, 415.307.6741
Brief Project Description for MyStreetSF (50 words max):	Installation of 4 new pedestrian-scale street lights on Joice Alley, between Clay St and Sacramento St. The project will make walking more inviting and safe along this important pedestrian path directly across Gordon J. Lau Elementary and close to several Muni bus stops and the new Chinatown subway station.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The project will install 4 new pedestrian-scale street lights and all electrical conduit, electrical services, sidewalk restoration while maintaining historic alphabet concrete tablets and minor roadway restoration required on Joice Alley, between Clay St and Sacramento St in Chinatown. This is a high traffic alleyway and an important pedestrian path for the young and old in the San Francisco's Chinatown neighborhood. This alley is lined with the Chinese Historical Society of America Museum, the Cameron House (cultural organization that serves families in Chinatown), various residential buildings, as well as situated directly across from Gordon J. Lau Elementary. It is also located one block away from the Powell cable car line, one block away from the 30 Stockton MUNI line, and 2 blocks away from the new Chinatown subway station.</p> <p>The project was prioritized in response to multiple requests from Chinatown community groups after seeing an increase in crime and violence in the area, such as the murder of a homeless man in 2018. Improving pedestrian-scale lighting will make walking more inviting and safe, particularly for children and parents of Gordon J. Lau Elementary, as well as people walking to transit stops for the 30 Stockton, the Powell Cable Car line, and the new Chinatown subway station.</p>
Describe Benefits to Communities of Concern and Disadvantaged Populations	The project is located in a Community of Concern, with high concentration of minority population (81%), low-income households (57%) and households with no vehicles (80%). Additional lighting is anticipated to increase safety and improve walkability for immediate community, especially for nearby elementary school, community organizations and transit users.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>Joice Alley is part of the Chinatown Alleyway Master Plan, a plan that guides the renovation and improvement of 31 alleyways in Chinatown. The plan was conceived to reduce illegal parking and vehicle access in order to improve pedestrian safety; improve access for the older adults and people with disabilities; reduce illegal dumping; provide attractive and safe secondary streets for tourists to invigorate local businesses; and improve the overall quality of life for Chinatown residents.</p> <p>The improvements proposed for Joice Alley have strong community support, as noted in the attached letters of support from the Chinatown Community Development Center (CCDC), Chinese Historical Society of America, Cameron House, Adopt an Alley Organization, Chinatown Alleyway Tours, as well as support from District 3 Supervisor, Aaron Peskin.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	NA
Type of Environmental Clearance:	Categorical Exemption

Project Delivery Milestones Phase*	Status	Work	Start Date		End Date	
	% Complete as of 7/1/20	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	Complete					
Environmental Studies (PA&ED)	Pending	In-house	Jul-Sep	2020	Oct-Dec	2020
Design Engineering (PS&E)	35%	In-house	Jul-Sep	2020	Apr-Jun	2021
Right-of-Way	N/A					
Advertise Construction	N/A	N/A	N/A	N/A	N/A	N/A
Start Construction (e.g. Award Contract)		In-house	Jul-Sep	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2021

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments



**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name: Joice Alley Lighting Improvements

PROJECT COST ESTIMATE

Phase	Cost	Funding Source by Phase				Source of Cost Estimate
		Prop AA	Prop K	Other		
Planning/Conceptual Engineering	\$0	N/A				
Environmental Studies (PA&ED)		N/A				
Design Engineering (PS&E)	\$87,000	\$87,000			Engineer's Est.	
Right-of-Way	\$0	N/A				
Construction	\$413,000	\$413,000			Engineer's Est.	
TOTAL PROJECT COST	\$500,000	\$500,000	\$0	\$0		
Percent of Total		100%	0%	0%		0%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	20/21	21/22	22/23	23/24	24/25	Total
Design Engineering (PS&E)	\$87,000					\$87,000
Construction		\$413,000				\$413,000
TOTAL BY FISCAL YEAR	\$87,000	\$413,000	\$0	\$0	\$0	\$500,000

*This call for project will program funds in FYs 2020/21 and 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$500,000			\$500,000
<i>Source 1</i>				\$0
<i>Source 2</i>				\$0
TOTAL	\$500,000	\$0	\$0	\$500,000

Desired Prop AA Programming Year
Fiscal Year 2020/21

Comments/Concerns



1525 Grant Avenue
San Francisco, CA 94133
TEL 415.984.1450
FAX 415.362.7992
TTY 415.984.9910
www.chinatowncdc.org

July 23, 2020

San Francisco County Transportation Authority
1455 Market Street #22
San Francisco, CA 94103

Re: Letting to Support Funding for Joice Alleyway Improvements

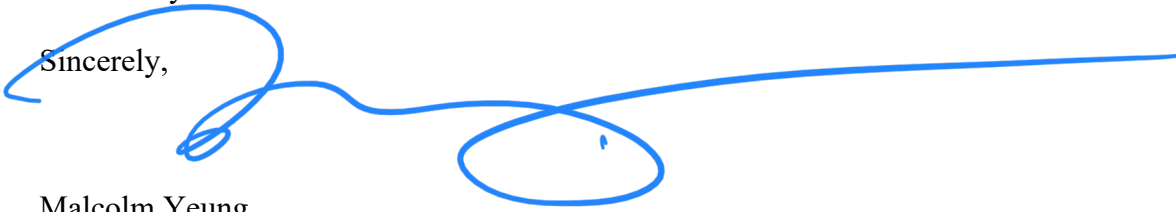
Dear San Francisco County Transportation Authority,

The **Chinatown Community Development Center** (CCDC) is supportive of the proposal from San Francisco Department of Public Work to seek funding from Prop AA on improvements along Joice alleyway. CCDC has been working on alleyway improvements since 1990s with the creation of the Chinatown Master Plan in 1999 and has continued to advocate for alleyway improvement funding for all 31 alleyways in Chinatown. We have been pushing for funding to improve Joice Alleyway for the past 2 year since the death of a homeless man in the alleyway. This funding will bring safety to the residents and user of the alleyway tremendously since the death. Joice alleyway is heavily used by cars and pedestrians as there are many local organizations that are located there such as Donaldina Cameron House, Central Chinese High School, Chinatown Children's Center, Gordon J. Lau, and residents who live in our SRO building located at the corner of Joice and Clay.

Founded in 1977, CCDC's goal has been to build affordable housing, develop grassroots leadership, and empower low-income residents and youth for civic engagement in San Francisco. CCDC owns and/or manages 34 properties in San Francisco neighborhoods, providing affordable housing to over 4,500 low income families, adults, and seniors. CCDC believes in a comprehensive vision of community, a quality environment, a healthy neighborhood economy, and active voluntary associations. We are committed to the empowerment of low-income residents, diversity and coalition building, and social and economic justice.

It is crucial for us to get funding for Joice Alleyway to add more lighting and traffic calming solutions. With many children, senior, and families that use this alleyway daily to either go to Chinese school, to go home, or to go to Cameron House for their afterschool programs this is a heavily used alleyway that has been waiting for improvements. CCDC urges SFCTA to fund Joice improvements proposal so that we can bring safer streets/alleyways to our low-income community.

Sincerely,



Malcolm Yeung
Executive Director



**CHINESE
HISTORICAL
SOCIETY of
AMERICA**

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July 22, 2020

San Francisco County Transportation Authority
1455 Market St #22
San Francisco, CA 94103

Dear SFCTA,

Chinese Historical Society of America, CHSA, is supportive of paving and lighting improvements along Joice Street. The address of our building is located on 965 Clay Street with half of the building along Joice. Joice alley is a major street for the community. Besides staff and visitors of CHSA, it is highly used by our neighbors of Chinatown Children's Center, Gordon J. Lau Elementary School, Central Chinese High School and Cameron House. Hundreds of children and their families use Joice Street on a regular basis. It would be a huge benefit to the community if improvements are made to Joice Street.

For over 20 years, CHSA has educated visitors about Chinese American history at our current location. In just the last five years, we have witnessed that Joice Street has been an area which attract criminal activity. It has been a site for illegal dumping, abandoned stolen property, burglary and even murder. Improvements have been made in the past few years but there is still more that can be done. Added lighting and speed bumps would deter illegal activity and slow down the speeding cars which race through the narrow street with lots of foot traffic. Healthy, clean, and safe spaces are critical in every community, especially true in low-income communities of color, and of the utmost importance for Chinatown as one of the densest neighborhoods in San Francisco.

It is crucial for the City that says it is committed to racial equity to include this important project to support Chinatown as a low-income, vulnerable community. CHSA requests that the SFCTA recognizes the importance of improvements of Joice Street.

Regards,

Pam Wong
Interim Executive Director

July 23, 2020

Ms. Tilly Chang
Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Improving Safety and Security of Joice Alley

Dear Ms. Chang:

The Donaldina Cameron House – a community benefit organization now in its 145th year of serving our most vulnerable youth, adults and families in Chinatown – supports the initiative to improve lighting and the conditions of Joice Alley to promote nighttime safety and security of our neighborhood.

Cameron House services provides local immigrant Chinese children, youth, adults and families: out-of-school time and leadership development programming, social services for victims and their families of domestic violence, counseling and case management services for our most vulnerable and we operate a food pantry that disburses nearly 10 tons of food for 225 families at risk of food insecurity. Situated on the corner of Sacramento Street and Joice Alley, Cameron House is an active hub of activity of people coming and going, most days of the week.

We engaged SF SAFE to help us develop a plan to improve security and safety; as a result we secured \$20,000 to install surveillance cameras to monitor the conditions/activities of the perimeter and interior of Cameron House. Were grateful for the Chinatown Community Development Center to champion alleyway improvements and to the Friends of the Urban Forest that helped to beautiful Joice Alley

Besides Cameron House, Central Chinese High School in America, Chinese Historical Society, Mei Lun Yuen, Gordon J. Lau Elementary School and Chinatown Community Development Center serve innumerable children, families and the elderly using Joice Alley. Improved lighting would improve safe nighttime conditions for people to use the Alley and deter crime and nighttime shelter by the homeless.

We join our neighborhood agencies and residents in asking you and the Transportation Authority and the Department of Public Works to prioritize the safety and security improvements of Joice Alley that would benefit so many citizens in our neighborhood.

Very truly yours,



Michael Lee
Executive Director

Cc: Ms. Rosa Chen, Chinatown Community Development Center
Ms. Michelle Woo, Department of Public Works

July 22, 2020



Dear SFCTA,

On behalf of the Adopt An Alleyway, I am writing to support the proposal to the Department of Public Work for the improvement of Joice Alleyway.

Since 1991 Adopt An Alleyway has been utilizing community youth leadership for alleyway cleanups, resident services, and beautification projects. Through our monthly tenant service for single room occupancy seniors, we engage a demographic that have limited options for community building and recreation by providing them with recipes, games, and crafts. In the past couple of years we have also extended this service to youth, allowing them to learn new skills and strengthen community within their building. Furthermore, art projects led by Adopt an Alleyway such as the murals and mosaics located on Wentworth and Hang Ah share stories of the community and are meant to deter graffiti while making the alleyways look more friendly and inviting so residents feel comfortable taking advantage of these shortcuts. The bottom line is everything we do is in an attempt to improve the quality of life for the residents of Chinatown.

It is also for this reason why we are supporting the improvement of Joice Alleyway. Aside from being used by pedestrians and drivers, Joice is special because it connects two of Chinatown's greatest youth hubs: Gordon J Lau Elementary, Chinese Central Highschool, and Cameron House. As a result, there is a lot of extra foot traffic, specifically from young kids and students. Despite this, Joice has proven to be one of the more dangerous alleyways with the recent death of the homeless men. We believe our next step in improving the quality of life for the people of Chinatown is to ensure the safety and comfort of people living in the area and the future community leaders that attend Gordon J Lau and Cameron House through the addition of more street lights and a speed bump to slow cars as they enter the alleyway. All of us at Adopt An Alleyway urge you to make these improvements.

Sincerely,

Brandon Stites

Brandon Stites, President

Adopt An Alleyway

ccdcyouthsf@gmail.com



July 21, 2020

RE: Letter of Support for the Renovation of Joice Alleyway

Dear San Francisco County Transportation Authority,

Chinatown Alleyway Tours (CATs) is writing in support for the renovation of Joice Alleyway. The renovations will ensure that the alleyway is safe for the youth and residents. In addition, this can be an opportunity to engage community members in a collective effort to beautify a highly trafficked alleyway.

Since 2001, CATs has been providing youth with the opportunity to interact with the community and develop their leadership skills through designing and leading tours in Chinatown. The youth-led tours educate hundreds of students and visitors about the history of Chinatown. At the same time, these tours demystify pre-existing prejudices and stereotypes of the community.

Joice Alleyway is one of our tour stops because of its significant historical connections and stories. We hope to be able to share these stories with as many people as possible and encourage them to continue coming to Chinatown. The renovation of Joice will be beneficial in improving the outsider perspective of Chinatown and eliminate negative thoughts of a “dark and dirty” neighborhood. In addition, the renovation is also very important for the residents and students who pass through the alleyway, especially those who attend Gordon J. Lau Elementary School, Zhong Hua Zhong Chinese School, and Donaldina Cameron House. It is vital that they feel comfortable and safe when walking to and from school, as well as afterschool programs. We urge you to support the renovation of Joice Alleyway to create a safe and welcoming environment for the Chinatown community.

Sincerely,

Chinatown Alleyway Tours
info@chinatownalleywaytours.org

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	L Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)
Implementing Agency:	San Francisco Municipal Transportation Agency
Project Location:	Taraval St from Sunset to 15th Ave, along 15th Ave between Taraval and Ulloa, along Ulloa to West Portal Station
Supervisory District(s):	District 4 and District 7
Project Manager (name, phone, email)	Keanway Kyi, 415-646-2379, Keanway.Kyi@sfmta.com
Brief Project Description for MyStreetSF (50 words max):	This project is part of the San Francisco Municipal Transportation Agency’s (SFMTA) Muni Forward program and supports the city’s Vision Zero initiative to eliminate traffic deaths in San Francisco. Work under this Contract includes constructing boarding islands, curb ramps and pedestrian bulbs, and replacing track, overhead wire, streetlights, and sewer and water infrastructure.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The project will reduce transit travel times and improve reliability of The L Taraval light rail line, the project implements transit-only lanes on Taraval Street to help Muni bypass traffic congestion, increases L Taraval stop spacing to reduce the time required for trains to move through the corridor, and adds new transit priority traffic signals. Other project scope also includes streetscape, streetlight, and roadway rehabilitation improvements and is also coordinating with adjacent projects including 19th Avenue City Combined Project. The project will rebuild Taraval Street in a way that enhances transit reliability, pedestrian safety, and system connectivity.</p> <p>The project brings together the SFMTA, San Francisco Public Utilities Commission’s (SFPUC), and San Francisco Public Works (SFPW) to upgrade vital systems along the Taraval corridor that help the community thrive. This project is part of SFMTA’s Muni Forward Program formerly known as Transit Effectiveness Program (TEP), to reduce travel times and enhance the reliability across the SFMTA’s transit network. The project includes transit enhancements under the L Taraval Rapid Project and infrastructure upgrades as part of the SFPUC Sewer and Water Main Replacement projects. SFPW Taraval Street Renovation project is joined to this project as well.</p> <p>Taraval Street is a High Injury Corridor, one of the 6% of the city’s streets where 60% of pedestrian collisions and fatalities occur. Nearly half of the 46 pedestrian injury collisions over five years involved a rider boarding or alighting an LRV. In support of Vision Zero’s goal to end traffic fatalities citywide by 2024, the project would add proven safety measures to eliminate most injuries to riders. This includes new curb ramps, bulb-outs, transit bulbs, boarding islands and accessible key stops. The project would further support SFMTA’s Transit Collision Reduction Program by improving the safety of rail operations on Taraval Street.</p> <p>The L Taraval light rail line, part of Muni’s Rapid Network, provides an important connection between the Sunset/Parkside district and downtown San Francisco and carries over 33,000 daily riders. The surface portion of the L Taraval operates at an average speed of under eight miles per hour due to close transit stop spacing, frequent stop signs, and traffic delay. Most of the existing track and overhead contact system (OCS) infrastructure dates to the late 1970’s and is due for replacement.</p> <p>The project is over 90% through detail design; it is scheduled to advertise in the fall and start construction early 2021.</p>

**Prop AA Vehicle Registration Fee
Project Information Form**



Describe Benefits to Communities of Concern and Disadvantaged Populations	The L Taraval Muni Rail line creates a vital connection between the Sunset/Parkside district, all downtown stations, and multiple Muni bus lines. This corridor directly connects key cultural, economic, social service destinations along Market Street, which services Communities of Concern in the surrounding downtown area (Civic Center, Tenderloin, SoMa, Financial District). The project will increase transit reliability for over 33,000 daily riders who utilize the L-Taraval light rail line and improve safety for pedestrians along the corridor. It will boast new transit priority traffic signals, new bulbouts and high visibility crosswalks to make pedestrian crossing safer, safety boarding islands, and increased accessibility through curb ramps and accessible key stops.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>Outreach for this project has been conducted jointly with SFPW in multiple efforts and events from 2015 through 2019. Outreach was done in English and Chinese with other language assistance being offered as needed. Substantial changes and modifications were made based on comments received and conversations with the varying stakeholder groups. In addition to the community stakeholders, the Supervisors in D4 and D7 were briefed and provided feedback. During construction, the SFMTA will continue to provide project updates to community stakeholders and district supervisors by attending periodic key stakeholder meetings, merchant association meetings, and neighborhood community meetings. Also, we will update the project webpage periodically. Finally, before construction starts, the project outreach team will host a community meeting to share the construction schedule and mitigation strategy.</p> <p>The website for the project can be found at: https://www.sfmta.com/projects/l-taraval-rapid-project.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	<p>SFPUC Sewer - Manfred Wong, MWong@sfgwater.org, (415) 551-4625 SFPUC Water - Ryan Freeborn, RFreeborn@sfgwater.org, (415) 551-4664 SFPW Paving - Paul Barradas, Paul.Barradas@sfdpw.org, (628) 271-2580</p>
Type of Environmental Clearance:	Categorically Exempt

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete as of 7/1/20	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	Complete	In-house	Jul-Sep	2015	Jan-Mar	2017
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	99%	In-house	Apr-Jun	2017	Jul-Sep	2020
Right-of-Way						
Advertise Construction	N/A	N/A	Oct-Dec	2020	N/A	N/A
Start Construction (e.g. Award Contract)	N/A	N/A	Jan-Mar	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jul-Sep	2023

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

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**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name: L Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,000,000	N/A			Actual
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$3,750,000				Actual
Right-of-Way	\$0	N/A			
Construction	\$66,459,060	\$3,664,159	\$15,295,363	\$47,499,538	
TOTAL PROJECT COST	\$71,209,060	\$3,664,159	\$15,295,363	\$47,499,538	
Percent of Total		5%	21%	67%	

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	20/21	21/22	22/23	23/24	24/25	Total
Design Engineering (PS&E)						\$0
Construction	\$1,500,000	\$1,500,000	\$664,159			\$3,664,159
TOTAL BY FISCAL YEAR	\$1,500,000	\$1,500,000	\$664,159	\$0	\$0	\$3,664,159

*This call for project will program funds in FYs 2020/21 and 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$3,664,159			\$3,664,159
PROP K		\$4,055,032	\$11,240,331	\$15,295,363
TSF			\$2,185,742	\$2,185,742
REVENUE BOND		\$1,885,762		\$1,885,762
POPULATION BASELINE		\$6,163,457	\$1,264,577	\$7,428,034
GO BOND 2020		\$36,000,000		\$36,000,000
GO BOND 2015			\$1,000,000	\$1,000,000
5337 FTA			\$3,750,000	\$3,750,000
TOTAL	\$3,664,159	\$48,104,251	\$19,440,650	\$71,209,060

Desired Prop AA Programming Year
Fiscal Year 2020/21

Comments/Concerns



您可以上網取得這封信的翻譯本 (www.muniforward.com/L), 或在 Parkside 圖書館分館索取。

Puede encontrar una versión traducida de esta carta en línea visitando www.muniforward.com/L o en la biblioteca de Parkside.

С переведенной версией этого письма можно ознакомиться на сайте www.muniforward.com/L или в библиотеке Parkside.

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.



Legend

- Bus Shuttle
- Rail Service
- Transit Stop
- Transfer Stop

Inbound service: transfer @ 32nd Ave to

Outbound service: transfer @ Sunset Blvd to

From Sunset Boulevard to West Portal - rail service

transfer to subway train to continue into downtown











From SF Zoo to Sunset Boulevard - bus shuttle service

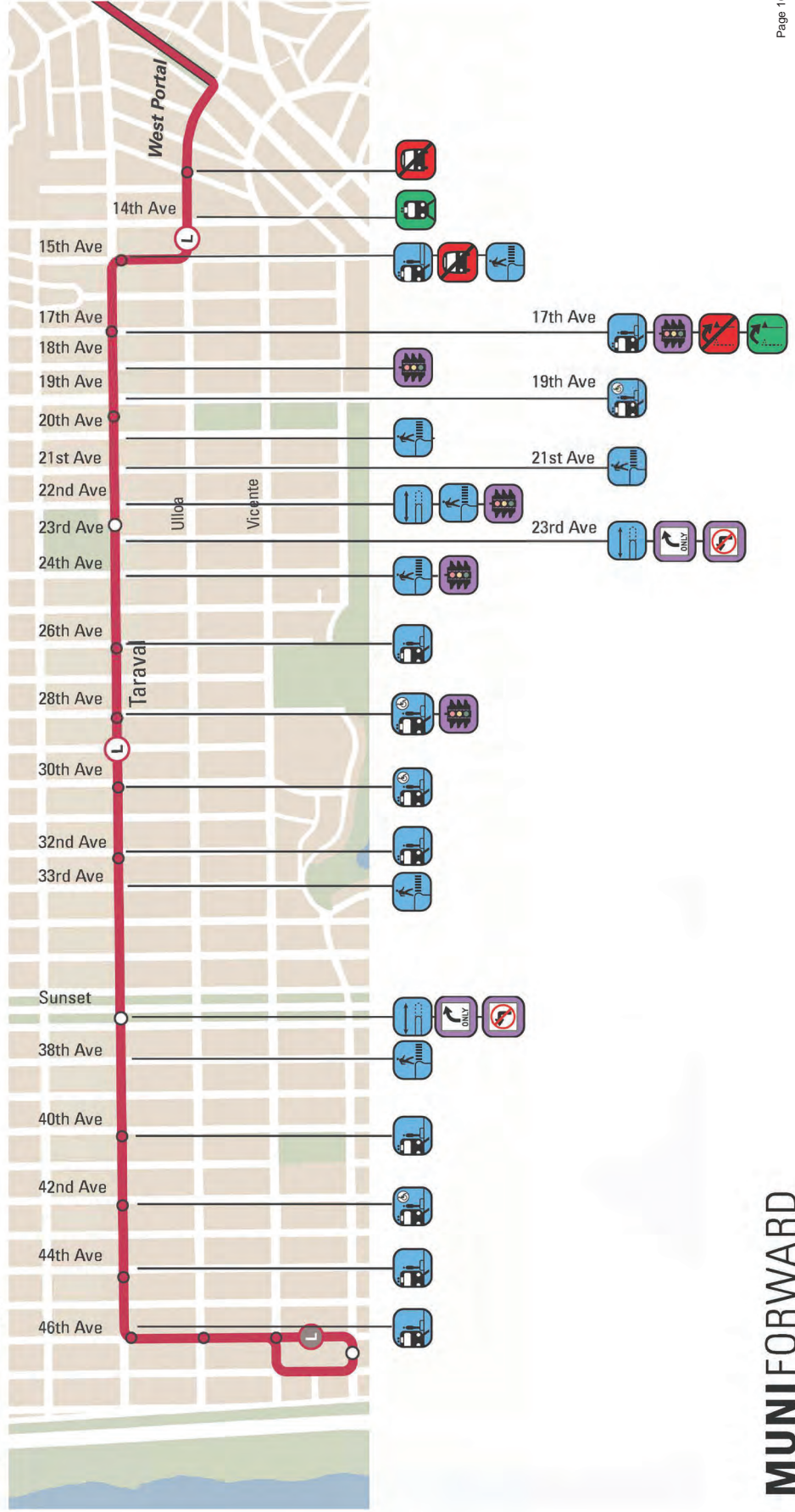
Taraval Improvement Project: Muni Forward Project Details

April 2019 update



Project Summary

-  Stop Relocation
-  New Boarding Islands w/ high-level accessible platform
-  New Transit Stop
-  New Transit Bulbs
-  Extend Transit Island
-  Right Turn Only
-  New Traffic Signal
-  No Left Turn
-  New Boarding Islands
-  New Boarding Bulbs



Taraval Improvement Project

33rd Ave to 29th Ave
April 2019 update



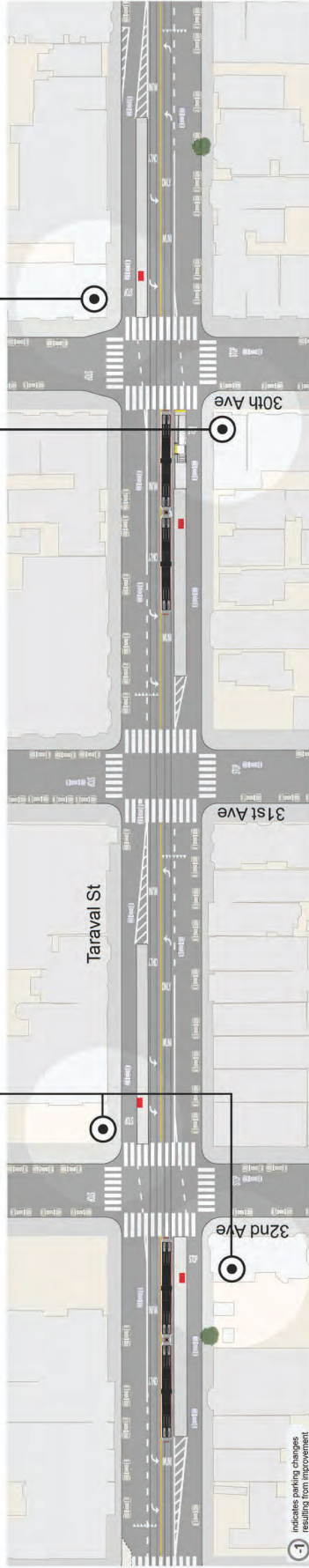
New Boarding Islands



New Boarding Island
w/ high-level accessible platform



New Boarding Island



- indicates parking changes resulting from improvement

West to SF Zoo

East to Downtown



Taraval Improvement Project

28th Ave to 25th Ave
April 2019 update



New high-level accessible platform



New Boarding Island



1 indicates parking changes resulting from improvement

West to SF Zoo

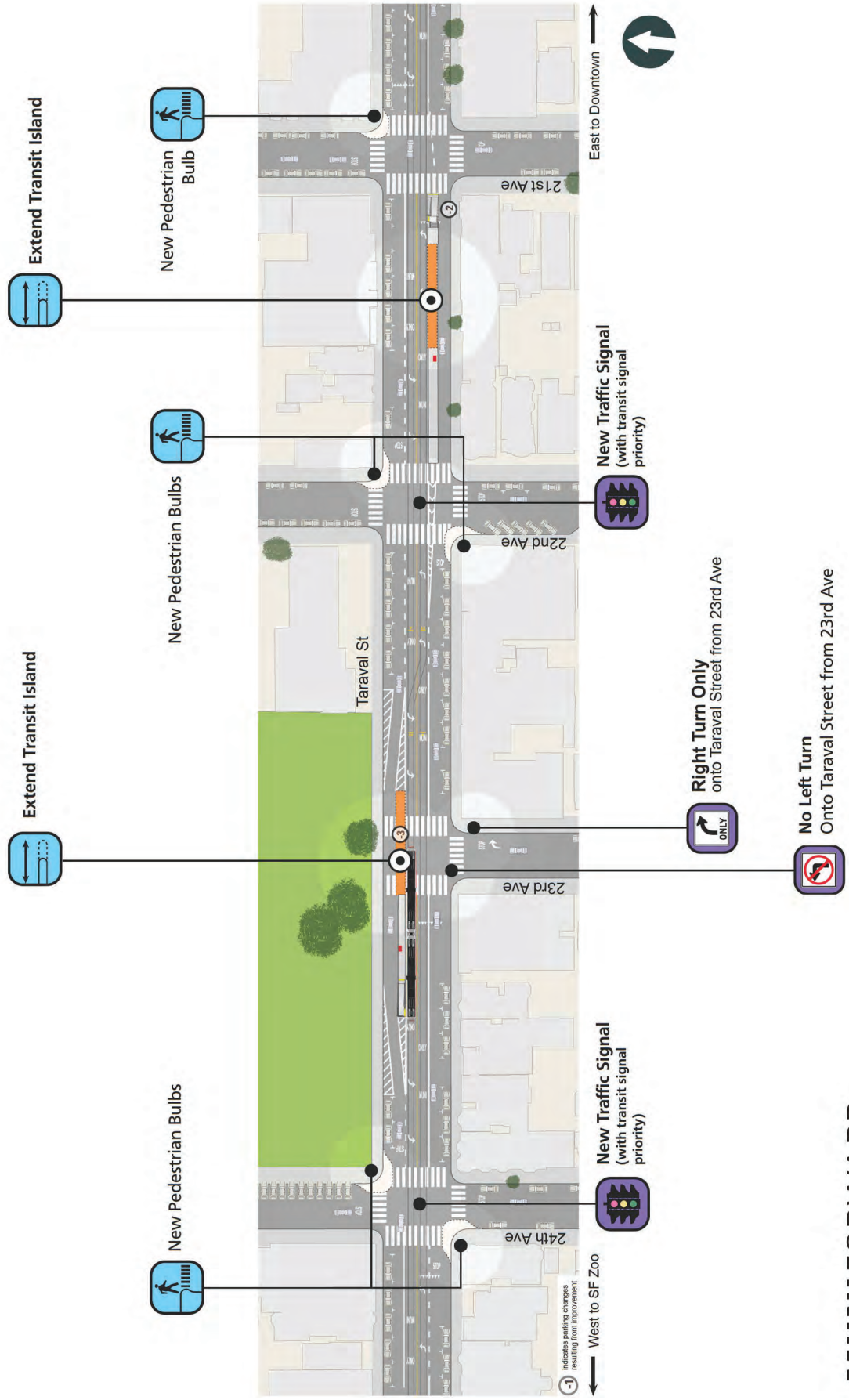
East to Downtown

New Traffic Signal
(with transit signal priority)



Taraval Improvement Project

24th Ave to 21st Ave
April 2019 update

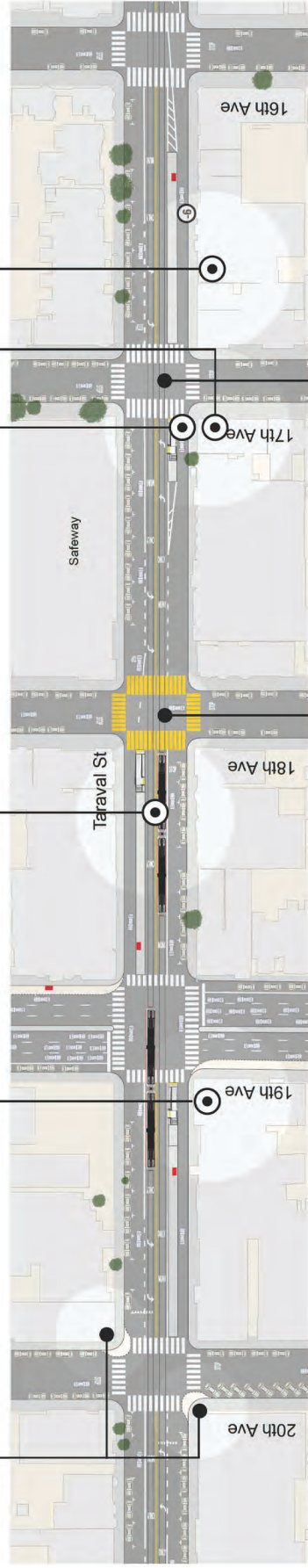


Taraval Improvement Project

20th Ave to 16th Ave
April 2019 update

- New Boarding Islands w/ high-level accessible platform
- New Boarding Islands w/ high-level accessible platform
- New high-level accessible platform
- Relocated Stop

New Pedestrian Bulbs



⊖ Indicates parking changes resulting from improvement

← West to SF Zoo

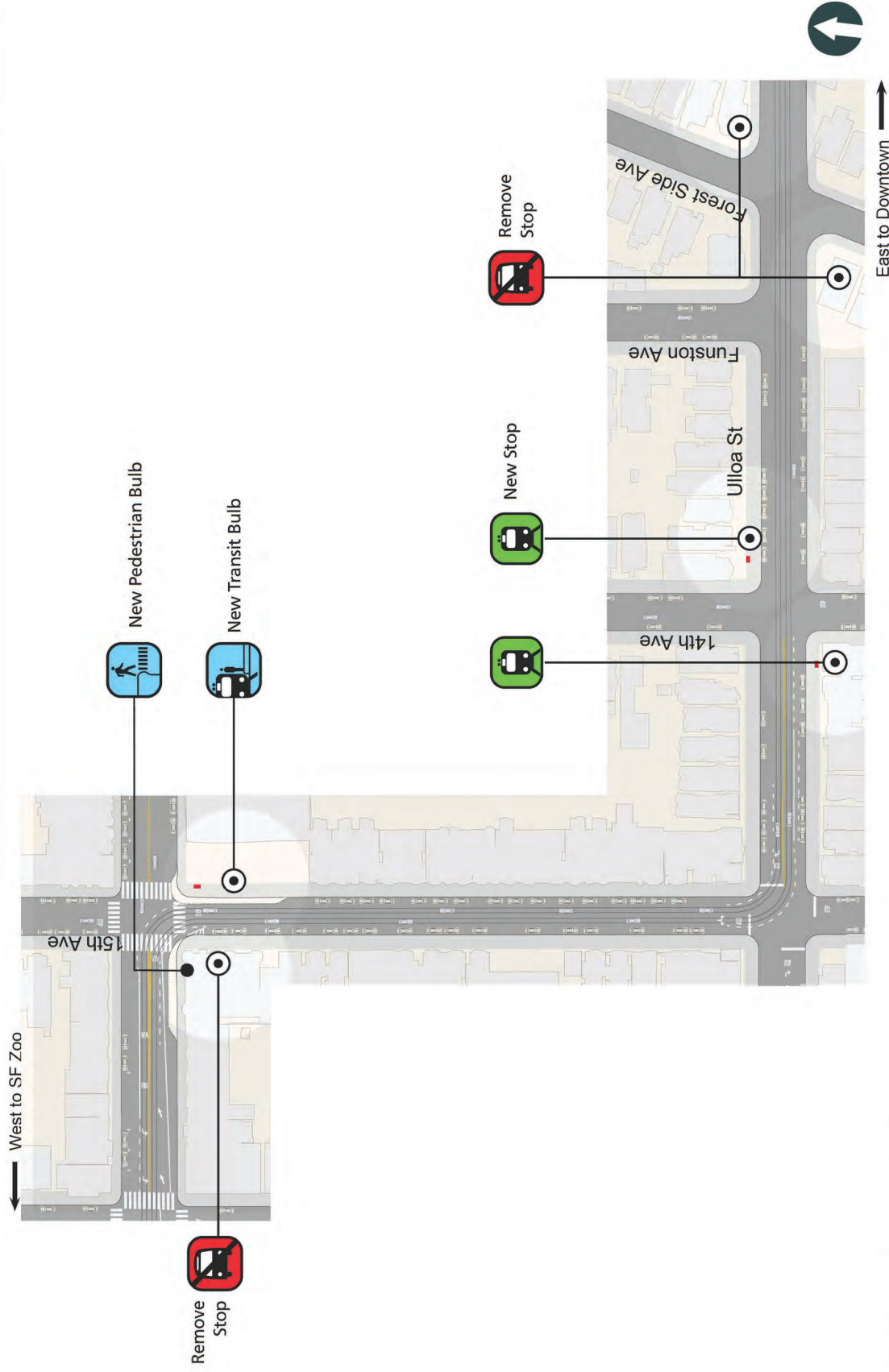
→ East to Downtown

New Traffic Signal (with transit signal priority)

New Traffic Signal (with transit signal priority)

Taraval Improvement Project

15th Ave to Forest Side Ave April 2019 update



MAKE SAFETY OUR FIRST STOP ON THE L TARAVAL



Every year in San Francisco, approximately **30 people lose their lives and over 200 more are seriously injured** while traveling on city streets. These deaths and injuries are unacceptable and preventable, and San Francisco is committed to eliminating them.

Taraval Street has been identified as one of the 12% of San Francisco streets where over 70% of injuries occur to people walking, biking, driving and motorcycling.

We know why many pedestrian injuries occur on Taraval Street: riders must cross a lane of traffic and stand in the street to board the L Taraval. **These injuries are preventable and can be eliminated through safer street design.**

46 collisions between pedestrians and vehicles along the L Taraval corridor in the past 5 years.

22 riders were hit & injured getting off and on the L Taraval in the 5 years prior to project proposal.

THE PROBLEM

- Taraval is a Vision Zero High Injury Corridor
- Boarding mid-street can be dangerous and inaccessible to many
- Nearly half of pedestrian injuries on Taraval Street occur when riders get off the train into traffic

GIVING RIDERS A SAFE PLACE TO STAND

NEW BOARDING ISLANDS IMPROVE SAFETY

As part of Muni Forward, SFMTA is focused on safety improvements that include installing boarding islands, where passengers can safely wait and board the L Taraval. Across San Francisco, existing intersections that currently have boarding islands have seen few or no collisions. Additionally, many of the new boarding islands will have accessible ramps in order to assist those in wheelchairs or individuals with limited mobility board the trains.



Safety Improvements Will Boost Service and Reliability on the L Taraval

The L Taraval proposal includes

- **Boarding islands,** to increase safety for passengers getting on and off the train
- **Dedicated transit-only lanes,** to keep vehicles out of Muni's lane and ensure the train arrives on time
- **Stop consolidation,** so Muni can travel the same distance in **less time,** with shorter waits for the train
- **Replacement of the track,** worn overhead wire and trolley poles to make for a **smoother, quieter ride**
- **Sewer and water line replacements** to upgrade the aging infrastructure


29,000
DAILY RIDERS

will benefit from improved service

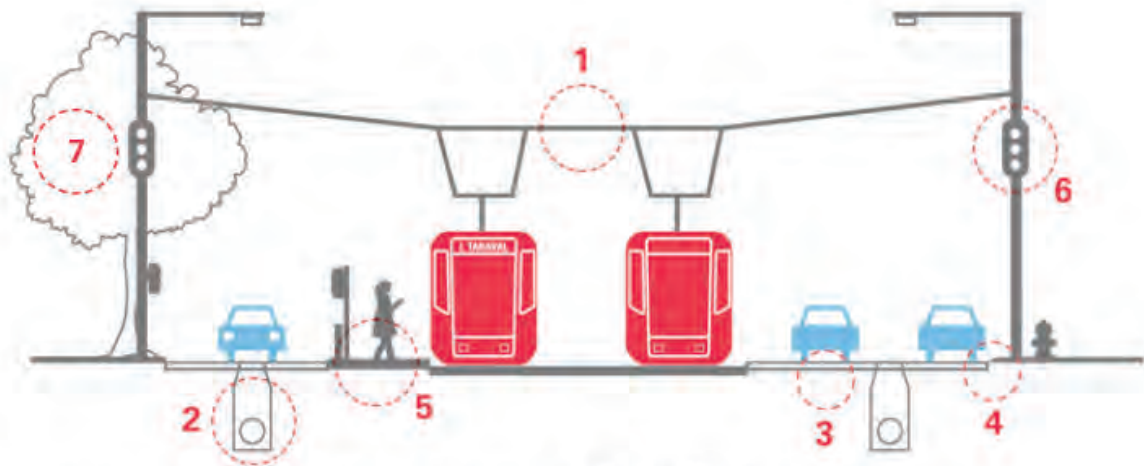


20% TRAVEL TIME SAVINGS

means more reliable Muni rides with fewer gaps in service

Infrastructure upgrades will provide a smoother, quieter ride



To Enhance and Improve

The goals of the project are to enhance safety and improve transit along the entire Taraval corridor while also adding much-needed water and sewer line upgrades

Major Elements

1. Rail track and overhead line replacement
2. Water and sewer line replacement
3. Surface repaving
4. Curb ramp upgrades
5. Concrete boarding islands and pedestrian bulbs
6. Traffic signals
7. New trees and landscaping



For general information 24/7/365, dial 311 (415.701.2311 outside SF).

311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Tagalog / ความช่วยเหลือทางภาษาโดยไม่เสียค่าใช้จ่าย

