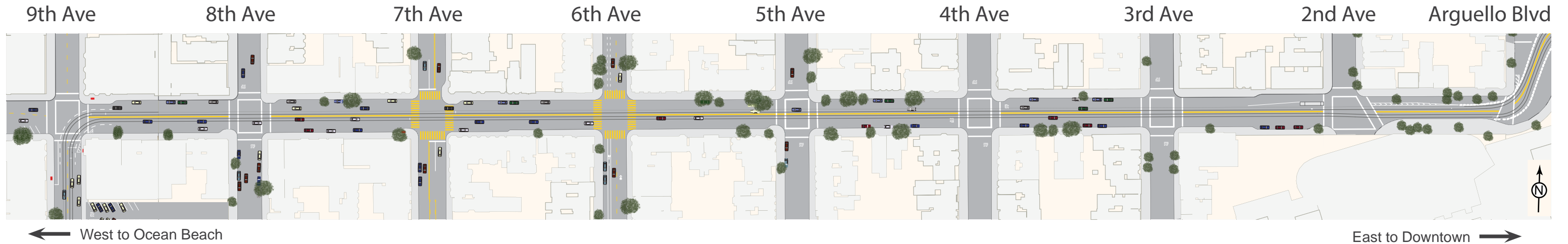


Irving Street EXISTING CONDITIONS



Irving Street SUMMARY OF PROPOSED CHANGES



New Pedestrian Bulb on Irving St at 3rd Ave

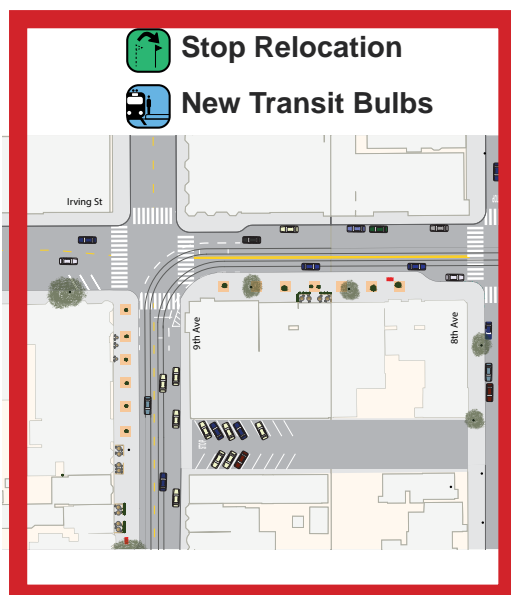
- Improves pedestrian safety by reducing the crossing distance at intersections.



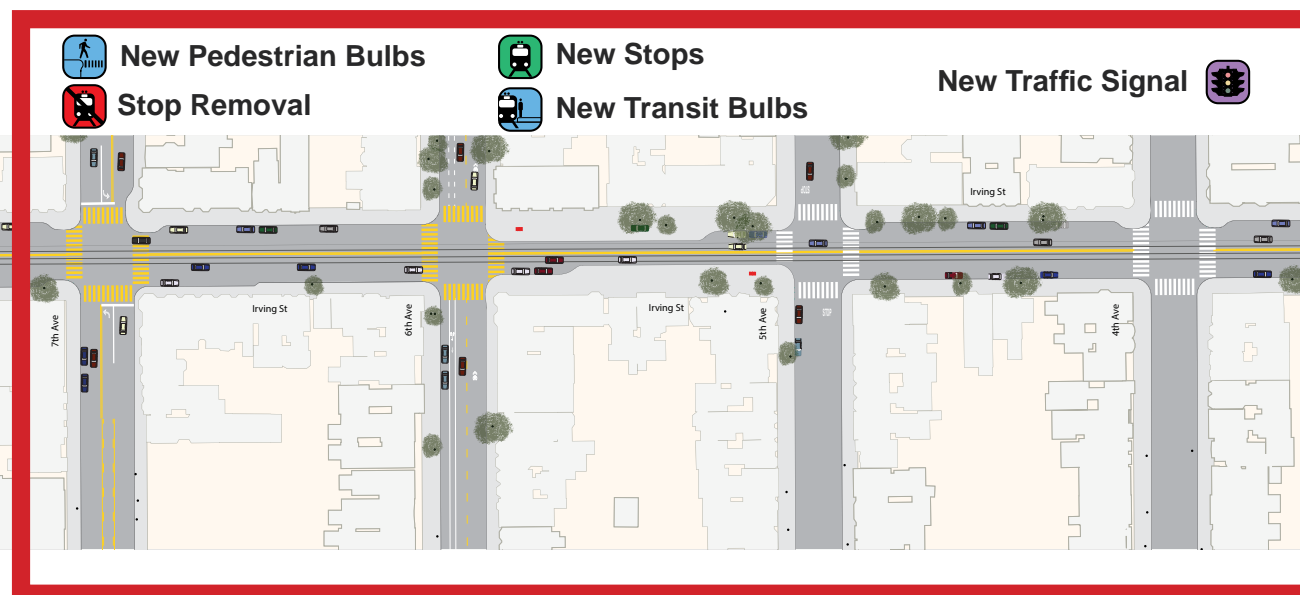
Sidewalk Bulb on Arguello Blvd at Irving St

- Adding a bulb here will keep illegally parked cars away from the train's dynamic envelope.
- Train operators must slow down or stop when they are unsure if the train will have enough clearance around an obstacle. Preventing this would improve safety, reduce delays and make Muni more reliable.
- Would remove one parking space.

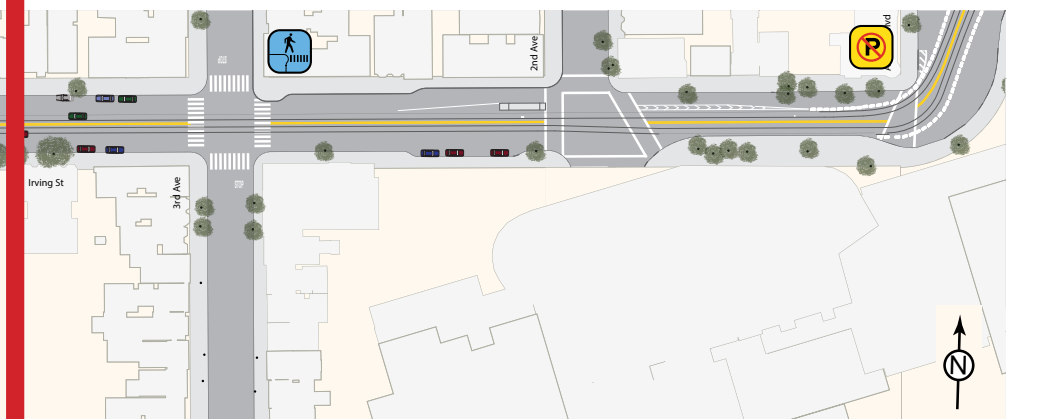
IRVING AND 9TH (see detailed board)



IRVING FROM 4TH TO 7TH (see detailed board)

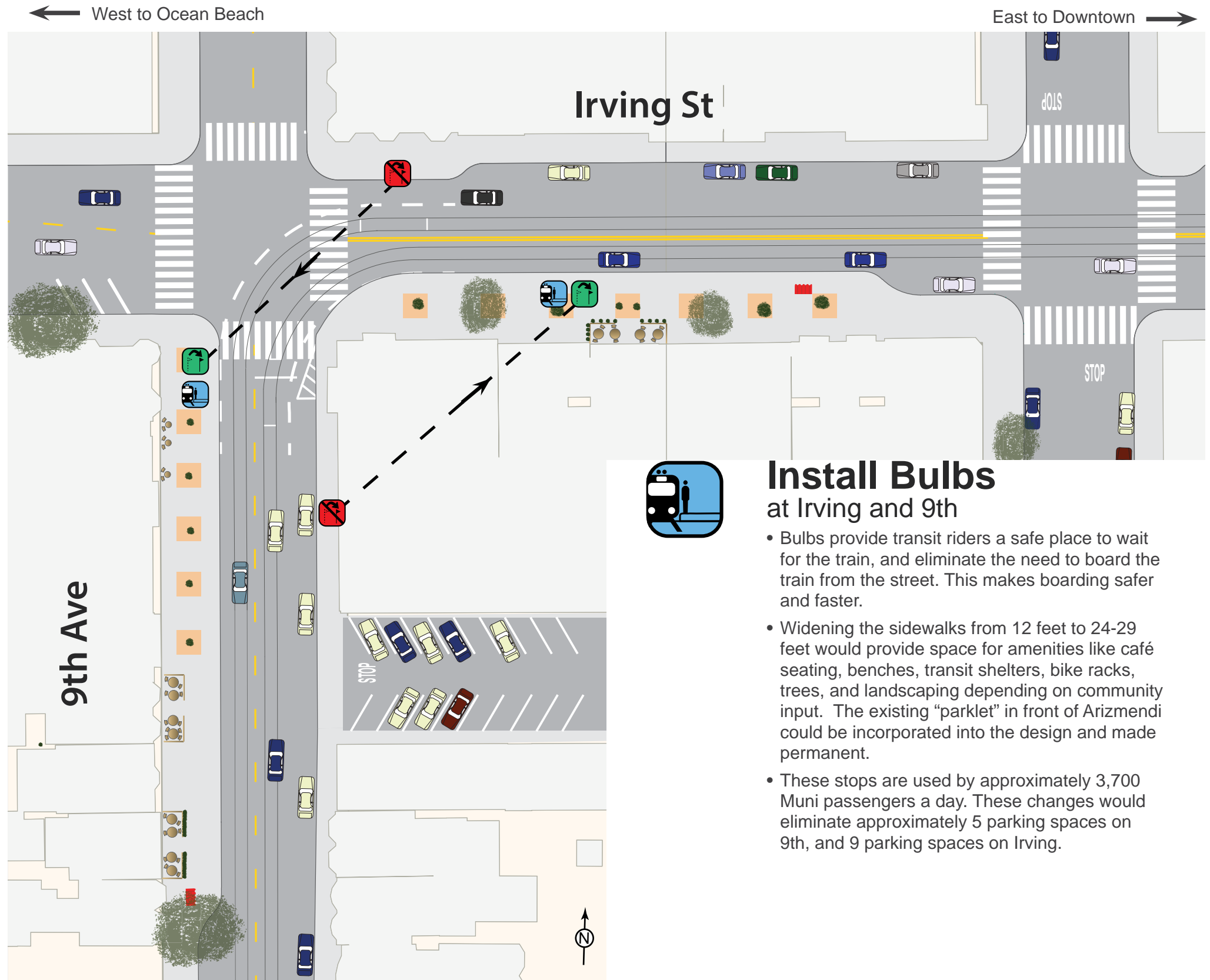


New Traffic Signal



Relocate Stops at Irving and 9th from before traffic signal to after traffic signal

- Placing the transit stops on the other side of the traffic light would let Muni get through the intersection prior to loading and unloading.
- All users of the intersection would benefit because the train would require less time to clear the intersection.
- Passengers would save time and Muni would be more reliable.



Install Bulbs at Irving and 9th

- Bulbs provide transit riders a safe place to wait for the train, and eliminate the need to board the train from the street. This makes boarding safer and faster.
- Widening the sidewalks from 12 feet to 24-29 feet would provide space for amenities like café seating, benches, transit shelters, bike racks, trees, and landscaping depending on community input. The existing “parklet” in front of Arizmendi could be incorporated into the design and made permanent.
- These stops are used by approximately 3,700 Muni passengers a day. These changes would eliminate approximately 5 parking spaces on 9th, and 9 parking spaces on Irving.



Remove Stops at 7th Ave and 4th Ave

- Fewer stops along the route means Muni can travel the same distance in less time.
- The transit stops at 4th and at 7th would be consolidated into a new stop between 5th and 6th.
- The average distance between stops would increase from 700 feet to 1000 feet.



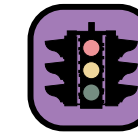
New Stops between 5th and 6th Ave

- Adding stops in this location would space stops more evenly along the route.
- Even spacing provides a balance between time spent walking to or from a stop and time spent riding the train for the average person.



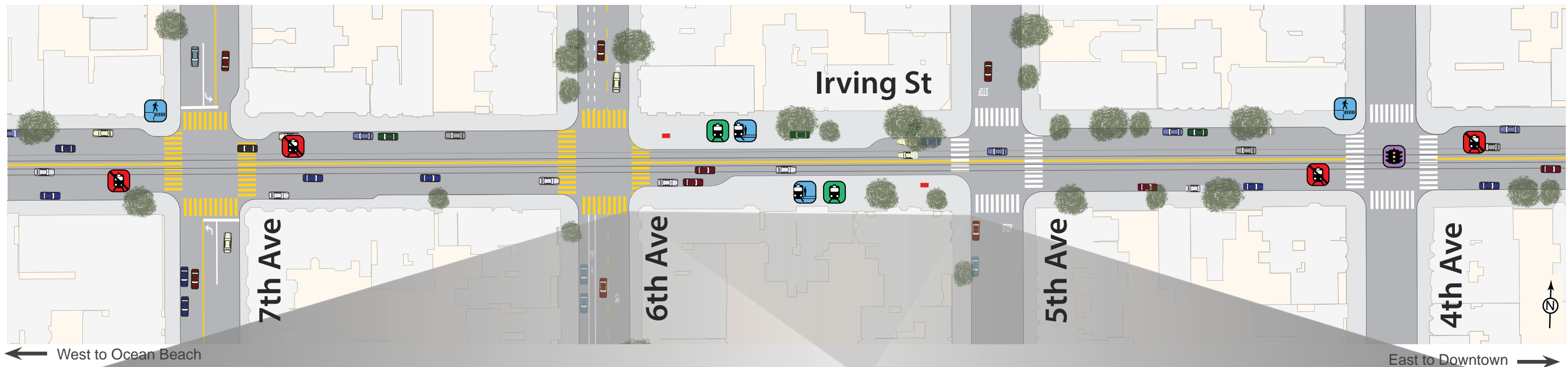
New Pedestrian Bulbs at 4th Ave and 7th Ave

- Improves pedestrian safety by reducing the crossing distance at intersections. A shorter crossing distance for pedestrians also means less time stopped at red lights.



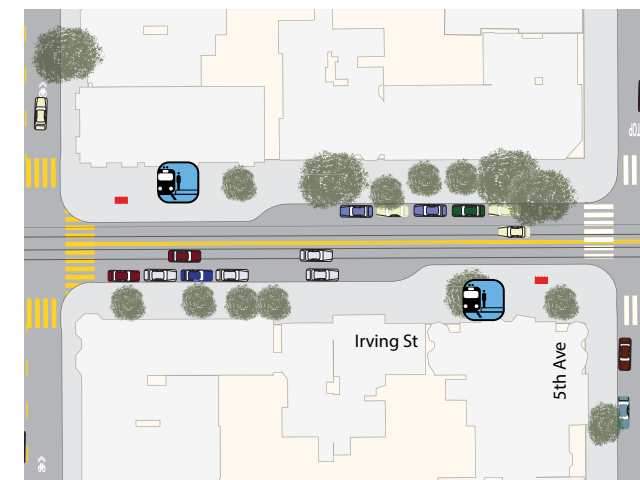
New Traffic Signal at Irving St and 4th Ave

- Reduces the amount of stops the train makes along its route and makes it possible to introduce transit signal priority (TSP) at intersections.
- TSP keeps the light green for Muni as it approaches an intersection, saving time.



OPTION 1 Full-Length Transit Bulbs (shown above) between 5th Ave and 6th Ave

- Bulbs provide transit riders a safe place to wait for the train, and eliminate the need to board the train from the street. It also ensures that cars don't pass trains while passengers are getting on and off. This makes boarding safer and faster.
- The full length of the block would have wider sidewalks in either option. The transit bulbs would widen the sidewalks from 15 to 29 feet to allow for direct boarding of trains. The remainder of the block would have 21-foot wide sidewalks with parking between the sidewalk and the traffic lane.
- Wider sidewalks provide space for amenities like benches, transit shelters, bike racks, trees, and landscaping pending community input. It would also allow for a potential future project to add a high-level accessible platform for wheelchair boarding.
- Option 1 provides direct boarding from the sidewalk for the full length of a two-car train and would eliminate approximately 6 spaces on the north side of the block, and 8 spaces on the south side of the block. Full-length bulbs would be designed to maintain access to driveways.



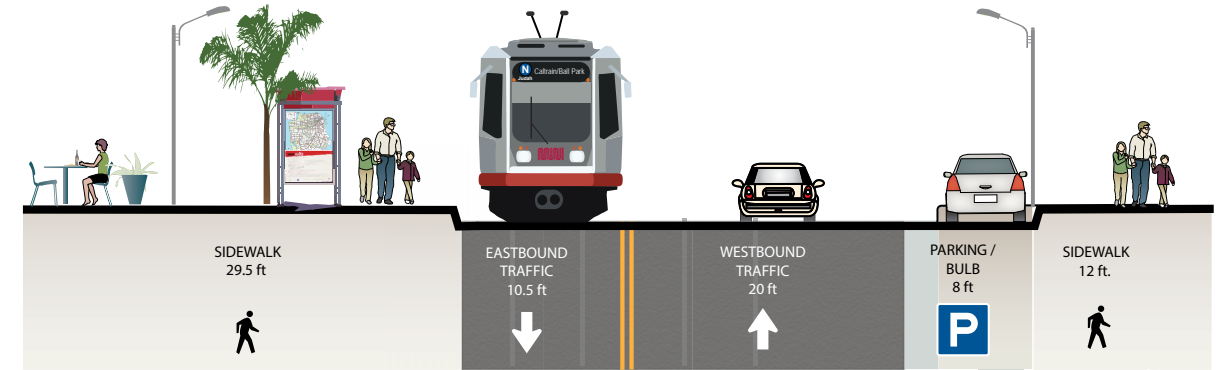
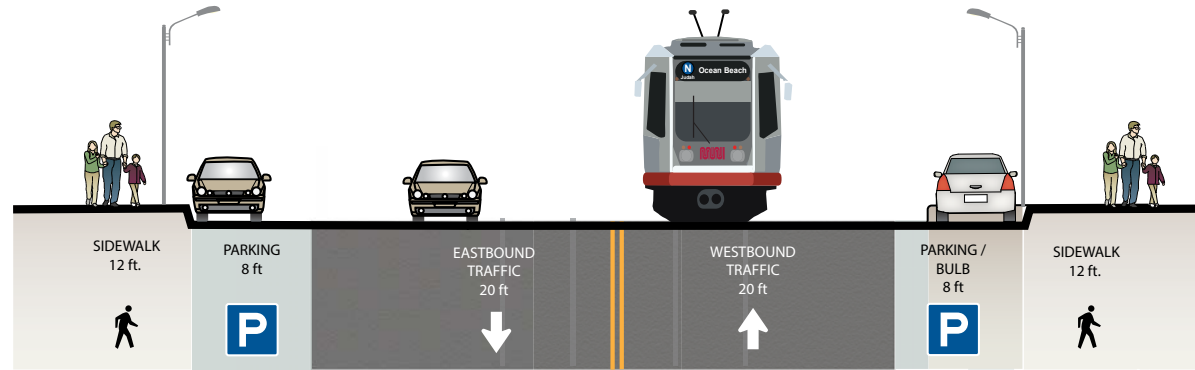
OPTION 2 Half-Length Alternative

- This alternative shortens the bulbs between 5th and 6th Avenues, providing for seamless boarding of trains from the sidewalk for only the first car of a two-car train.
- This option avoids transit bulbs extending through driveways, and would remove three parking spaces on each side for a total of 6 spaces.

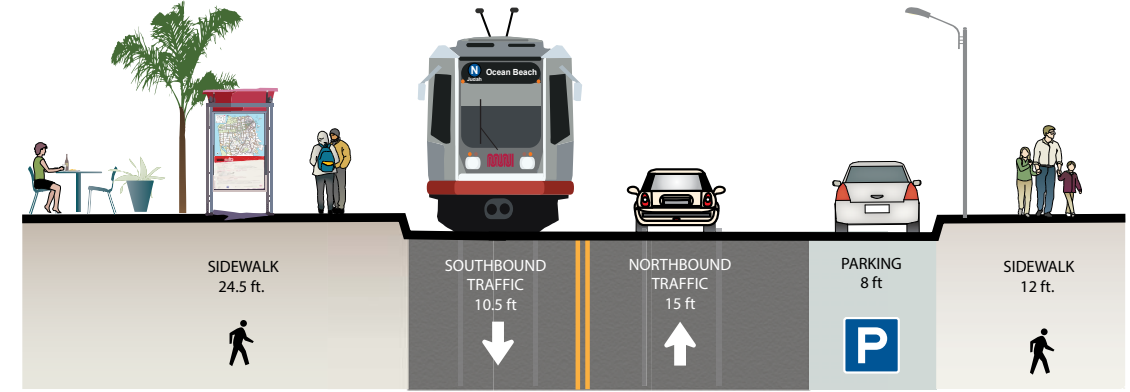
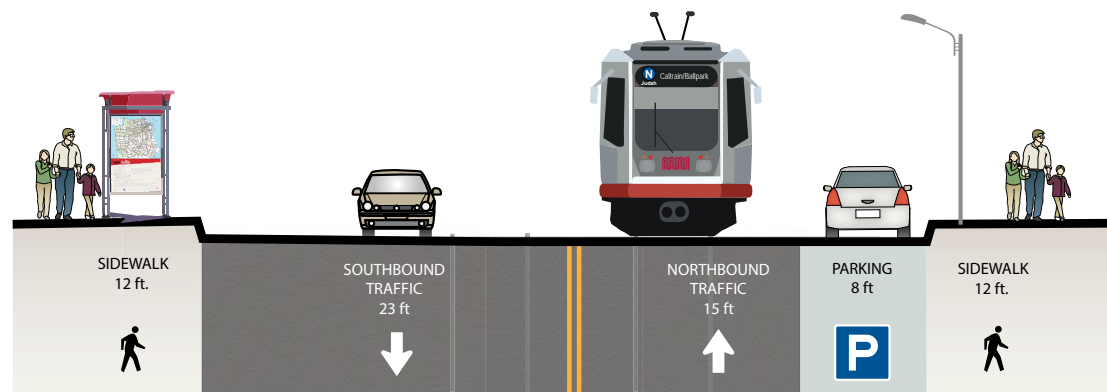
Existing Conditions

Proposed Changes

Irving Street at 9th Ave, facing west



9th Avenue at Irving St, facing north



Irving Street between 5th Ave and 6th Ave, facing west

