

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 211207-147

WHEREAS, At the start of the pandemic, the SFMTA made significant transit service reductions. Since March 2020, the SFMTA incrementally restored service to a level where 98 percent of San Franciscans are within two or three blocks of a Muni stop, including 100 percent of residents in neighborhoods identified by the Muni Service Equity Strategy; and

WHEREAS, As the City began to recover from the pandemic, the SFMTA launched an extensive multilingual outreach campaign to solicit feedback and public comment from Muni riders and the larger community on potential Winter 2022 Muni service changes and modified proposed service changes based on feedback received; and

WHEREAS, If approved, the proposed Winter 2022 Muni Service Changes would further restore and increase service as we work towards full recovery of our service; and

WHEREAS, The staff recommended options for J Church transit service that would return the J Church to the subway evenings only and that the 35 Eureka and 48 Quintara/24th Street lines remain on their current alignments; and

WHEREAS, Following the SFMTA Board hearing on December 7, 2021, the SFMTA Board approved a motion to return the J Church to the subway at all times, at a regular headway of 15 minutes, and to direct staff to monitor subway performance as usage increases and return to the Board if delays reach a threshold to be determined, to implement the J Church transfer improvements, and to study conversion of the J Church from a light rail to a historic streetcar line; and,

WHEREAS, In an October 20, 2021 memo, the Planning Department Director determined that the closure of southbound Church Street between Market Street and 15<sup>th</sup> Street to through traffic except Muni, paratransit, taxis, emergency vehicles, bicycles, local access and commercial vehicles implements Objective 20 and Policy 14.4, 20.1, 20.4, and 22.3 of the General Plan's Transportation Element; and

WHEREAS, Based on these findings, the Planning Department determined that the J Church Transfer Improvements project makes changes aimed at achieving the above-mentioned policies and centered on transit passengers' access and safety, and therefore enacts the General Plan's Transportation Element consistent with California Vehicle Code Section 21101(f); and

WHEREAS, The traffic and parking modifications proposed for permanent approval as part of the J Church Transfer Improvements project reflect feedback received from an extensive process of community engagement and the results of a technical evaluation; and

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications as follows:

- A. RESCIND - BIKE CORRAL - 16th Street, south side, from 106 feet to 126 feet east of Mission Street
- B. EXTEND - BUS ZONE - 16th Street, south side, from 106 feet to 186 feet east of Mission Street (extends existing bus zone by 80 feet and removes meters #2931, #2933 and #2935 and bike corral) #
- C. EXTEND – BUS ZONE - Harrison Street, north side, from 79 feet to 117 feet west of 3rd Street (extends existing bus zone by 38 feet and removes meters #710 and #712) #
- D. RESCIND – BUS ZONE - Market Street, south side, from 10 feet to 95 feet west of Mason Street
- E. ESTABLISH – BUS ZONE - Market Street, south side, from Mason Street to 100 feet easterly; Market Street, north side, from 45 feet to 145 feet west of Cyril Magnin Street
- F. ESTABLISH – FLAG STOP - Grove Street, south side, at Hyde Street; 5th Street, west side, 120 feet south of Harrison Street; 5th Street, east side, 20 feet south of Clara Street
- G. ESTABLISH – BUS ZONE – Parkridge Drive, west side, 40 feet to 100 feet north of Burnett Avenue (removes three unmetered parking spaces)# #
- H. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI –11th Street, northbound, at Market Street.
- I. ESTABLISH – RED ZONE – Diamond Street, east side, from Clipper Street to 10 feet northerly (removes one non-metered parking space)#; Diamond Street, west side, from Clipper Street to 5 feet northerly#; Clipper Street, north side, from Diamond Street to 20 feet westerly (extend existing red zone by 10’ to the west; removes one non-metered parking space)#; Clipper Street, south side, from Diamond Street to 10 feet westerly (removes one non-metered parking space)#; 24th Street, south side, from Diamond Street to 17 feet easterly (removes one non-metered parking space)#. #
- J. ESTABLISH – BUS ZONE –Northridge Road, south side, from Ingalls Street to 130 feet easterly#; Palou Avenue, south side, from 3rd Street to 115 feet westerly#; Jones Street, west side, from Ellis Street to 80 feet southerly#; Jones Street, west side, from Turk Street to 80 feet southerly#; Jackson Street, north side, from Van Ness Avenue to 80 feet westerly#; Pacific Avenue, south side, from 15 feet to 60 feet west of Van Ness Avenue# #
- K. ESTABLISH – RED ZONE –Tennessee Street, west side, from 9 feet to 29 feet south of 20th Street#; Pennsylvania Avenue, east side, from 22nd Street to 25 feet northerly#; 22nd Street, north side, from 12 feet to 32 feet west of Tennessee Street; 20th Street, south side, from Connecticut Street to 20 feet easterly#; Connecticut Street, west side, from 12 feet to 30 feet north of 20th Street#; Connecticut Street, east side, from 20th Street to 16 feet northerly#; Northridge Road, north side, from Ingalls Street to 20 feet easterly#; Kirkwood Avenue, north side, from Donahue Street to 20 feet westerly#; Kirkwood Avenue, south side, from Donahue Street to 20 feet westerly#; Donahue Street, west side, from Jerrold Avenue to 10 feet southerly#; Ingalls Street, east side, from Palou Avenue to 20 feet northerly#; Palou Avenue, north side, from Ingalls Street to 5 feet westerly#; Noe Street, west side, from 18th Street to 20 feet southerly#; 19th Street, both sides, from Noe Street to 20 feet westerly#; Diamond Street, both sides, from 19th Street to 20 feet northerly#; Diamond Street, east side, from 18th Street to 40 feet southerly#; #
- L. ESTABLISH – ROAD CLOSURE EXCEPT FOR MUNI, PARATRANSIT, TAXIS, BICYCLES, EMERGENCY VEHICLES AND COMMERCIAL VEHICLES - Church

Street, southbound, from Market Street to 15th Street (local and emergency access to be maintained)

- M. ESTABLISH – TOW AWAY NO STOPPING ANY TIME and ESTABLISH – BUS ZONE - Church Street, west side, from Market Street to 199 feet southerly
- N. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES - Southbound Church Street at Market Street (local access and emergency access to be maintained)
- O. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES - Eastbound Market Street at Church Street (local access and emergency access to be maintained)
- P. ESTABLISH – NO LEFT TURN - Westbound Market Street at Church Street; Southbound Church Street at 15th Street (expands from the existing 7AM-7PM, Monday to Friday); Northbound Church Street at 15th Street (expands from the existing 7AM-7PM, Monday to Friday)
- Q. RESCIND – BUS STOP - Southbound Church Street nearside at 14th Street (boarding island stop previously for the J Church and the 22 Fillmore)
- R. RESCIND – METERED MOTORCYCLE PARKING - Church Street, east side, from 75 feet to 89 feet north of 15th Street (removes 2 motorcycle stalls #233 and #235) #
- S. ESTABLISH – NO PARKING ANY TIME - Church Street, east side, from 75 feet to 89 feet north of 15th Street.
- T. ESTABLISH – GREEN ZONE, 15-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY - 15th Street, north side, from Church Street to 20 feet westerly #; 15th Street, south side, from 10 feet to 30 feet east of Church Street #
- U. ESTABLISH – GREEN METER, 15-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 131 feet to 149 feet west of Church Street (meter space #2119) #
- V. ESTABLISH – GREEN METERS, 15-MINUTE TIME LIMIT, 9AM TO 9PM, MONDAY TO SATURDAY - Church Street, east side, from 5 to 45 feet north of 15th Street (meter spaces #237 and #239) #; Church Street, east side, from 105 to 126 feet north of 15th Street (meter space #229) #
- W. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 9AM TO 9PM, MONDAY TO SATURDAY - Church Street, east side, from 126 feet to 188 feet north of 15th Street (meter spaces #223, #225 and #227) #; Church Street, west side, from 15th Street to 163 feet northerly (meter spaces #226, #228, #230, #232, #234, #236 and #238) #
- X. ESTABLISH – TOW AWAY NO STOPPING ANY TIME - Church Street, west side, from 225 feet to 265 feet north of 14th Street; and

WHEREAS, The proposed changes are subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On November 2021, the Planning Department determined (Case Number 2021-010655ENV) that the proposed changes are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination (Case Number 2021-010655ENV) is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2021-010655ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, The SFMTA conducted an analysis of the proposed Winter 2022 service changes, including the 3 Jackson and 47 Van Ness, to determine whether any of these changes would constitute a “route abandonment” if permanently suspended as defined under Section 8A.108 of the City Charter, and determined that none of the proposed changes meet the definition of a route abandonment that is subject to Board of Supervisors review; and,

WHEREAS, Since Charter Section 16.112 requires published notice and a hearing before the SFMTA can significantly change the operating schedule or route of a transit line, an advertisement was placed in the City’s official newspaper, the San Francisco Examiner, on December 3, 2021 to provide notice that the Board of Directors will hold a public hearing on December 7, 2021, to consider the proposed Winter 2022 Muni Service Changes and Muni service options; and,

WHEREAS, Pursuant to the requirements contained in FTA Circular 4702.1B, the SFMTA analyzed the impacts of the service changes on communities of color and customers from low-income households and determined that the service changes do not result in a disparate impact on communities of color or a disproportionate burden on low-income communities under Title VI; and,

WHEREAS, A copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

WHEREAS, Parking and traffic modifications listed with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors, and SFMTA staff have determined that items B, C, G, I, J, K, R, T, U, V, and W are such final SFMTA decisions; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the SFMTA's Title VI Service Equity Analysis for the proposed Municipal Railway route and service changes to be made in Winter 2022, comparing transit service in effect in March 2020 to transit service proposed for Winter 2022 and concluding that the service changes would not result in a disparate impact on communities of color or a disproportionate burden on low-income communities under Title VI; and be it further

RESOLVED, That the SFMTA Board of Directors approves the staff recommended option that the 35 Eureka and 48 Quintara/24th Street lines remain on their current alignments; and be it further

RESOLVED, That the SFMTA Board of Directors approves the option for the J Church that would return it to the subway at all times, at a regular headway of 15 minutes; and be it further

RESOLVED, That the SFMTA Board of Directors directs SFMTA staff to monitor subway performance as usage increases and return to the Board if delays reach a threshold to be determined, to implement the J Church transfer improvements, and to study conversion of the J Church from a light rail to a historic streetcar line; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications as set forth in Items A through X above, including modifications to make permanent transfer improvements for the J Church on Church Street between 15<sup>th</sup> Street and Duboce Avenue, and including closing the southbound curbside lane of Church Street between Market and 15<sup>th</sup> Streets in accordance with California Vehicle Code Section 21101(f).

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 7, 2021.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency