

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 240206-012

WHEREAS, The M Ocean View Muni Metro rail system line serves 18,000 daily riders, connecting the Ocean View neighborhood to downtown San Francisco, the Balboa Park BART station, the Lakeshore and West Portal neighborhood commercial districts and many educational institutions; and,

WHEREAS, The Muni Service Equity Strategy identified the M Ocean View as a priority for improvements in the Ocean View neighborhood that sees disproportionately high numbers of residents of color and low-income households; and,

WHEREAS, The project corridor sees transit reliability challenges resulting from narrow streets, frequent stop signs and other obstacles causing transit delays; and,

WHEREAS, the M Ocean View stops along 19th Avenue, Randolph Street, Broad Street and San Jose Avenue lack boarding areas that extend to the train doors, forcing riders to enter and exit the train from the street; and,

WHEREAS, The project corridor experiences traffic and walking safety concerns throughout 19th Avenue, Randolph Street and San Jose Avenue, which fall within San Francisco's High-Injury Network, the 13% of streets where 75% of the city's serious traffic-related injuries and fatalities occur; and,

WHEREAS, Most stops along the project corridor are not accessible to people who use wheelchairs; and,

WHEREAS, SFMTA staff developed the proposed improvements in collaboration with the Ocean View community and conducted multiple rounds of extensive outreach that informed revisions to the proposals to meet the needs of community institutions and stakeholders; and,

WHEREAS, The project team presented this project to the SFMTA Board of Directors as an informational item on November 21, 2023, and are now returning to the Board for approval after making project changes to address the remaining community stakeholder concerns; and,

WHEREAS, The proposed improvements, which include new transit boarding islands and transit bulb upgrades, stop spacing changes, transit lanes and other transit priority and safety upgrades, are expected to improve safety for people who walk and drive, enhance accessibility for people with disabilities, and reduce delays and improve reliability for people who use the M Ocean View; and,

WHEREAS, The proposed boarding islands and transit bulbs would help enact a unanimous resolution passed by the San Francisco Board of Supervisors in 2021 urging the SFMTA to improve safety and accessibility by removing parking where people currently must walk through parked cars to access Muni; and,

WHEREAS, The proposed Class IV bikeway on 19th Avenue would accommodate the existing bicycle network and safe, separated bicycle access next to the existing center track lane; and,

WHEREAS, The proposed boarding islands at the Geneva/San Jose Avenue Terminal supports the Geneva/San Jose Avenue Intersection Study and are safer and more wheelchair-accessible to the Balboa Park BART Station; and,

WHEREAS, Community engagement found support for making transit, pedestrian and traffic safety improvements along the project area, with some modifications; and,

WHEREAS, To address transit reliability, accessibility and safety challenges along the M line in Ocean View, the San Francisco Municipal Transportation Agency proposes various parking and traffic modifications as follows:

- A. ESTABLISH – SIDEWALK WIDENING AND TOW-AWAY, NO STOPPING ANYTIME
- i. Randolph Street, south side, from Arch Street to 100 feet westerly (for a 17-foot transit bulb, removes 3 parking spaces)
  - ii. Randolph Street, north side, from Arch Street to 100 feet easterly (for a 17-foot transit bulb, removes 4 parking spaces)
  - iii. Randolph Street, south side, from Victoria Street to 18 feet easterly (for a 6-foot pedestrian bulb)
  - iv. Randolph Street, south side, from Bright Street to 100 feet westerly (for a 17-foot transit bulb, removes 3 parking spaces)
  - v. Randolph Street, north side, from Bright Street to 100 feet easterly (for a 17-foot transit bulb, removes 3 parking spaces)
  - vi. Broad Street, south side, from Orizaba Avenue to 38 feet easterly (for a 6-foot pedestrian bulb, removes 2 parking spaces)
  - vii. Broad Street, south side, from Capitol Avenue to 100 feet westerly (for a 15-foot transit bulb, removes 5 parking spaces)
  - viii. Broad Street, north side, from Capitol Avenue to 100 feet easterly (for a 15-foot transit bulb, removes 4 parking spaces)
  - ix. Broad Street, south side, from San Jose Avenue to 40 feet westerly (for a 10-foot pedestrian bulb, removes 1 parking space)
  - x. Broad Street, north side, from San Jose Avenue to 40 feet westerly (for a 10-foot pedestrian bulb)
  - xi. Byxbee Street, west side, to 40 feet southerly on 19<sup>th</sup> Avenue (for a 11-foot pedestrian bulb into Byxbee Street and a 6-foot pedestrian bulb into 19<sup>th</sup> Avenue, no parking is removed)

- xii. Randolph Street, south side, from Orizaba Avenue to 60 feet westerly (for a 5-foot pedestrian bulb in an existing No Parking Anytime zone, no parking is removed)

**B. ESTABLISH – TRANSIT BOARDING ISLAND AND TOW-AWAY, NO STOPPING ANYTIME**

- i. 19<sup>th</sup> Avenue, west side, from Randolph Street to 229 feet southerly (removes 10 parking spaces)
- ii. 19<sup>th</sup> Avenue, east side, from 40 feet south of Monticello Street to 142 feet north of Monticello Street (removes 5 parking spaces)
- iii. San Jose Avenue, east side, from Farallones Street to 269 feet northerly (removes 12 parking space)
- iv. San Jose Avenue, west side, from Farallones Street to 230 feet northerly (removes 2 parking spaces)
- v. San Jose Avenue, east side, from Lakeview Street to 230 feet southerly (removes 2 parking spaces)
- vi. San Jose Avenue, west side, from Lakeview Street to 230 feet northerly (removes 2 parking spaces)
- vii. San Jose Avenue, west side, from Geneva Avenue to 285 feet southerly (removes 14 parking spaces)
- viii. San Jose Avenue, east side, from Niagara Avenue to 240 feet southerly (removes 10 parking spaces)

**C. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME**

- i. 19<sup>th</sup> Avenue, east side, from Beverly Street to Sargent Street (removes 1 parking space)
- ii. Byxbee Street, east side, from Randolph Street to 75 feet northerly (removes 1 parking space)
- iii. Monticello Street, east side, from 19<sup>th</sup> Avenue to 60 feet northerly (removes 2 parking spaces)

**D. RESCIND – TOW-AWAY, NO STOPPING ANY TIME**

- i. San Jose Avenue, east side, from 20 feet to 135 south of Farallones Street (restores 5 parking spaces)
- ii. San Jose Avenue, east side, from Broad Street to 90 feet northerly (restores 4 parking spaces)
- iii. San Jose Avenue, west side, from 130 feet to 175 feet north of Mount Vernon Avenue (restores 2 parking spaces)
- iv. San Jose Avenue, east side, from 130 feet to 200 feet south of Mount Vernon Avenue (restores 3 parking spaces)

**E. ESTABLISH – RED ZONE**

- i. Randolph Street, south side, from the Randolph Street property line to 23 feet easterly (between property addresses 801 Randolph Street to 4101 19<sup>th</sup> Avenue, removes 1 parking space)

- ii. Farallones Street, south side, from San Jose Avenue to 20 feet westerly (proposed red zone across 2700 Farallones Street driveway)
  - iii. Sargent, north side, from 20 feet to 45 feet east of 19<sup>th</sup> Avenue (removes 1 parking space)
  - iv. Niagara Avenue, south side, from San Jose Avenue frontage road to 25 feet easterly (removes 1 parking space)
- F. RESCIND – WHITE PASSENGER LOADING ZONE, 5-MINUTE LIMIT, 8AM-11PM, DAILY  
San Jose Avenue, east side, from Niagara Avenue to 120 feet northerly
- G. ESTABLISH – GREEN ZONE, 10-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY  
Lakeview Avenue, north side, from 10 feet to 30 feet west of San Jose Avenue
- H. ESTABLISH – NO RIGHT TURN  
Monticello Street, southbound, at 19<sup>th</sup> Avenue
- I. ESTABLISH – ONE WAY STREET  
Randolph Street, eastbound, between Chester Avenue and 19<sup>th</sup> Avenue
- J. ESTABLISH – NOT A THROUGH STREET  
Byxbee Street, southbound, at 19<sup>th</sup> Avenue and Randolph Street (southbound traffic on Byxbee Street can enter the block but cannot exit onto Randolph)
- K. ESTABLISH – CLASS II BIKE LANE
- i. 19<sup>th</sup> Avenue, northbound, from Byxbee Street to Monticello Street
  - ii. 19<sup>th</sup> Avenue, northbound, from Sargent Street to Beverly Street
  - iii. 19<sup>th</sup> Avenue, southbound, from 197 feet south of Randolph Street (north) to Randolph Street (south)
  - iv. 19<sup>th</sup> Avenue, northbound, from Sargent Street to 90 feet southerly
- L. ESTABLISH – CLASS IV BIKE LANE
- i. 19<sup>th</sup> Avenue, northbound, from 40 feet south of Monticello Street to 142 feet north of Monticello Street
  - ii. 19<sup>th</sup> Avenue, southbound, from Sargent Street to 197 feet southerly
- M. ESTABLISH – ACCESSIBLE BOARDING RAMP  
San Jose Avenue, far side, at Niagara Avenue (for northbound Muni trains)
- N. RESCIND – FLAG STOP
- i. 19<sup>th</sup> Avenue, east side, at Junipero Serra Boulevard
  - ii. 19<sup>th</sup> Avenue, east side, at Byxbee Street
  - iii. 19<sup>th</sup> Avenue, west side, at Randolph Street (north)
- O. RESCIND – BUS STOP

- i. San Jose Avenue, east side, at Farallones Street
  - ii. San Jose Avenue, west and east side, at Mount Vernon Street
- P. ESTABLISH – TRAFFIC SIGNAL
- i. Randolph Street and Ramsell Street
  - ii. Randolph Street and Victoria Street
- Q. ESTABLISH – 45-DEGREE ANGLED FRONT-IN PARKING  
 Randolph Street, north side, between Chester Avenue and 19<sup>th</sup> Avenue (adds one parking space)
- R. ESTABLISH – BUS, RAIL, TAXI, AND LEFT-TURNING VEHICLES ONLY LANE
- i. San Jose Avenue, southbound, between Niagara Avenue and Farallones Street
  - ii. San Jose Avenue, northbound, between Broad Street and Niagara Avenue
- S. ESTABLISH – STOP SIGN
- i. San Jose Avenue, northbound, at Broad Street (converts intersection to all-way stop)
  - ii. Randolph Street, westbound and eastbound, at Bright Street (converts intersection to all-way stop)
- T. ESTABLISH – CROSSWALK
- i. 19<sup>th</sup> Avenue at Randolph Street and Sargent Street (southwest corner to northeast corner)
  - ii. Orizaba Avenue at Broad Street (northwest corner to northeast corner)
  - iii. Broad Street at Orizaba Avenue (southeast corner to northeast corner)

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The protected bikeway proposed as part of the project meets these three requirements; and,

WHEREAS, The alternative criteria for the project will discourage motor vehicles from encroaching in the bicycle facility, provide a more inviting facility and greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP); and,

WHEREAS, On January 23, 2024, the San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.M and determined that the M Ocean View Transit & Safety Project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigations were required for the project; and,

WHEREAS, Copies of the CEQA determinations 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, The public has been notified about the proposed improvements and has been given the opportunity to comment on those improvements through the public hearing process; and,

WHEREAS, Parking and loading concerns raised by stakeholders have been addressed through the community engagement process and assessment of alternate design tradeoffs; and, now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modifications as set forth in Items A through T above, including designation of a Class IV bikeway on 19<sup>th</sup> Avenue along the boarding islands proposed at Sargent Street; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 601, to designate full-time transit-only areas on San Jose Avenue northbound between Broad Street and Niagara Avenue and southbound between Niagara Avenue and Farallones Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 6, 2024.

  
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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

[Transportation Code – Transit Only Lanes – San Jose and Niagara Avenues]

**Resolution amending Division II of the Transportation Code to designate full-time Transit-only areas on San Jose Avenue, southbound, from Niagara Avenue to Farallones Street and on San Jose Avenue, northbound, from Broad Street to Niagara Avenue**

NOTE: Additions are single-underline Times New Roman; deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by amending Section 601, to read as follows:

**SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.**

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

\* \* \* \*

(42) San Jose Avenue, southbound, from Niagara Avenue to Farallones Street and San Jose Avenue, northbound, from Broad Street to Niagara Avenue. Except as to Municipal Railway vehicles, buses, streetcars, taxis, vehicles preparing to make a left turn, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on San Jose Avenue, southbound, from Niagara Avenue to Farallones Street, and on San Jose Avenue, northbound, from Broad Street to Niagara Avenue.

(4243) **Other Transit-Only Areas.** Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

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Section 2. Effective Date. This resolution shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

Section 3. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:  
David Chiu, City Attorney

By:   
\_\_\_\_\_  
LILLIAN A. LEVY  
Deputy City Attorney

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency