

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 231017-085

WHEREAS, The J Church is a transit line in the Muni Metro rail system connecting the Mission Terrace neighborhood to the Mission District, Noe Valley, Castro, SoMa and other downtown neighborhoods, with 6,500 daily riders; and,

WHEREAS, The SFMTA has planned the J Church Safety and Accessibility Project to provide reliability and safety improvements along the J Church line; and,

WHEREAS, The J Church Safety and Accessibility Project is divided into three segments to adequately address the unique challenges in each area along the J Church line: Church/Market plaza and intersection improvements, Church Street in Noe Valley, and San Jose Avenue in Mission Terrace. Each segment is on a separate schedule for outreach, legislation and design; and,

WHEREAS, Improvements to San Jose Avenue and to the intersection of Church Street and Market Street would advance the City's Transit First Policy by improving the reliability of the J Church line and support the Vision Zero goal of eliminating traffic-related deaths; and,

WHEREAS, San Jose Avenue is a both a primary corridor for Muni as well as an important neighborhood street; and,

WHEREAS, The intersection of Church Street and Market Street is a highly used Muni stop for the J Church and 22 Fillmore lines and is a key gateway to the Muni Metro system, the Castro District, Duboce Triangle Neighborhood, and Mission Dolores; and,

WHEREAS, San Jose Avenue and Market Street are both on the Vision Zero High Injury Network; and,

WHEREAS, The proposed Class IV bikeway would accommodate safe bike access through the approved Church and Market Street transit plaza; and,

WHEREAS, Implementing transit lanes, flashing beacons, parking changes, new and extended boarding islands, wheelchair-accessible key stops, and left turn-traffic calming would be responsive to the SFMTA CAC passing a resolution in 2022 urging the SFMTA to improve safety on San Jose Avenue; and,

WHEREAS, Community engagement found support for making transit and pedestrian safety improvements to San Jose Avenue, with some modifications; and,

WHEREAS, To address transit and pedestrian safety and accessibility issues, the San Francisco Municipal Transportation Agency proposes various parking and traffic modifications

as follows:

- A. ESTABLISH – BUS, RAIL, AND TAXI ONLY - San Jose Avenue, southbound, from Cotter Street to Ocean Avenue; San Jose Avenue, northbound, from Ocean Avenue to Cotter Street
- B. ESTABLISH – LEFT LANE MUST TURN LEFT EXCEPT MUNI - San Jose Avenue, northbound, at Ocean Avenue
- C. ESTABLISH – RECTANGULAR RAPID FLASHING BEACONS - San Jose Avenue and San Juan Avenue (crossing San Jose Avenue); San Jose Avenue and Paulding Street (crossing San Jose Avenue)
- D. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW- AWAY, NO STOPPING ANY TIME - San Jose Avenue, west side, from Paulding Street to 20 feet northerly; San Jose Avenue, west side, from Baden Street to 20 feet southerly; San Jose Avenue, west side, from Baden Street to 20 feet northerly
- E. ESTABLISH – RED ZONE - San Jose Avenue, west side, from San Juan Avenue to 23 feet northerly; Santa Ynez Avenue, south side, from San Jose Avenue to 15 feet easterly; Baden Avenue, east side, from San Jose Avenue to 20 feet northerly; Paulding Street, south side, from San Jose Avenue to 40 feet westerly
- F. RESCIND – TOW- AWAY, NO STOPPING ANY TIME - San Jose Avenue, east side, from 210 feet to 240 feet south of Santa Ynez Avenue; San Jose Avenue, west side, from 95 feet to 125 feet south of Havelock Street
- G. ESTABLISH – BOARDING ISLAND - San Jose Avenue, east side, from Santa Ynez to 130 feet southerly; San Jose Avenue, west side, from Santa Ynez to 120 feet northerly; San Jose Avenue, east side, from Pilgrim Avenue to 85 feet southerly; San Jose Avenue, west side, from Santa Rosa Avenue to Pilgrim Avenue

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 or double parking 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 September 7, 2023, the San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.J and determined that the San Jose Avenue Corridor 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, The proposed Class IV bikeway designation is subject to the California Environmental Quality Act (CEQA); Title 14 of the California Code of Regulations Section 15301 provides an 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; and,

WHEREAS, On June 26, 2023, the SFMTA, under authority delegated by the Planning Department, determined ([Case No. 2023-005894ENV](#)) that the Class IV bikeway designation is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action for the Class IV bikeway designation is the Approval Action as defined by the San Francisco Administrative Code Chapter 31; 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 modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications as set forth in Items A through G above; 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 between Ocean Avenue and Cotter Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 17, 2023.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code – Transit Only Lanes – San Jose Avenue]

Resolution amending Division II of the Transportation Code to designate full-time Transit-only areas on San Jose Avenue between Ocean Avenue and Cotter Street.

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 revising 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).

* * * *

(41) San Jose Avenue, southbound, from Cotter Street to Ocean Avenue, and San Jose Avenue, northbound, from Ocean Avenue to Cotter Street. 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 Cotter Street and Ocean Avenue, and on San Jose Avenue, northbound, from Ocean Avenue and Cotter Street.

(4+2) **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:

* * * *

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

n:\legana\as2023\2400105\01706886.docx

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 17, 2023.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency