

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving various parking and traffic modifications along San Jose Avenue between Ocean Avenue and Cotter Street, on Baden Street at San Jose Avenue, on Paulding Street at San Jose Avenue; designating a Class IV bikeway on Church Street at Market Street; and amending Transportation Code, Division II, Section 601 to designate full-time transit-only areas on San Jose Avenue between Ocean Avenue and Cotter Street.

SUMMARY:

- The J Church Safety and Accessibility Project is proposing a series of transit and safety improvements along the J Church line; this calendar item focuses on the San Jose Avenue corridor and proposes a Class IV Bikeway for the “transit plaza” at the intersection of Church and Market streets.
- The proposed pedestrian safety improvements on San Jose Avenue were developed in collaboration with the Mission Terrace community and are in line with a resolution by the SFMTA CAC urging the agency to implement pedestrian safety measures there.
- The San Jose Avenue improvements would be implemented in two phases. A quick-build phase would be implemented shortly after project approval and would include measures that could be implemented with paint and signs, such as transit-only lanes, lane striping changes to improve safety, parking changes, and flashing beacons. A subsequent implementation phase would include construction of capital items, such as wheelchair-accessible key stops, new and extended boarding islands and pedestrian bulbs.
- Planned transit plaza improvements at Church and Market streets have already undergone extensive outreach and received most necessary approvals. This calendar item includes a final approval necessary to include a Class IV separated bikeway in the plaza design.
- The proposed action for the Class IV bikeway designation is the Approval Action as defined by the San Francisco Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code, Division II Amendment
3. SFMTA Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tep-environmental-review-process#info>
5. Mitigation Monitoring and Reporting Program <https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

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APPROVALS:

DATE

DIRECTOR



October 11, 2023

SECRETARY



October 11, 2023

ASSIGNED SFMTAB CALENDAR DATE: October 17, 2023

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PURPOSE

Approving various parking and traffic modifications along San Jose Avenue between Ocean Avenue and Cotter Street, on Baden Street at San Jose Avenue, on Paulding Street at San Jose Avenue; designating a Class IV bikeway on Church Street at Market Street; and amending Transportation Code, Division II, Section 601 to designate full-time transit-only areas on San Jose Avenue between Ocean Avenue and Cotter Street.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed project will support the following goals and objectives of the SFMTA Strategic Plan:

Goal 4: Make streets safer for everyone

Goal 5: Deliver reliable and equitable transportation services.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

DESCRIPTION

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.

This staff report describes proposed reliability and safety improvements on the J Church line on San Jose Avenue and at Church and Market streets as part of the J Church Safety and Accessibility Project (the project). The full 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.

This staff report does not include any updates or proposals related to service, although given our current resource constraints, we do not anticipate increasing J Church service in the foreseeable future. An update on Muni service will be provided at the October 17, 2023 SFMTA Board meeting as part of a separate item.

San Jose Avenue corridor

San Jose Avenue is a corridor along the J Church line, that serves as the main thoroughfare of the Mission Terrace neighborhood, providing access to local businesses, recreational areas, and public resources, such as Balboa Park and the Balboa Park BART station. The street is on the High Injury Network, the 13% of San Francisco streets that account for 75% of severe and fatal traffic crashes.



Figure 1: San Jose Avenue segment of the J Church line

This project would include a series of safety, accessibility and reliability improvements along San Jose Avenue to benefit local residents/visitors and J Church riders:

1. *Transit lanes:* The project would add bus, rail, and taxi-only transit-only lanes in both directions of San Jose Avenue between Ocean Avenue and Cotter Street to improve transit reliability and to provide a “road diet” effect on the roadway. By converting the center (track) lane in each direction to a transit-only lane, this would reduce the number of general-purpose travel lanes from four to two, with the intent of discouraging speeding while keeping trains moving without delay. Left turns would continue to be allowed from the center lanes.

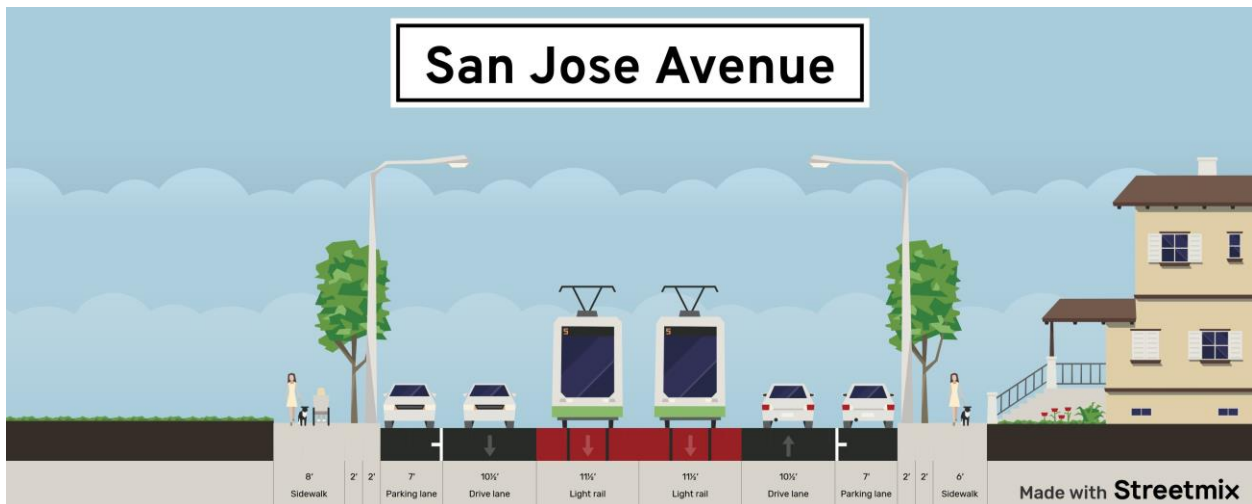


Figure 2: Proposed street cross-section on San Jose Avenue with new transit lanes. Left turns would also be allowed from the center (track) lane.

2. *Pedestrian safety treatments:* This project would also add corner sidewalk extensions (“pedestrian bulbs”) at the San Jose Avenue/Paulding Street and San Jose Avenue /Baden Street intersections, which would shorten pedestrian crossing distances and require drivers to complete their turns at slower speeds. Left-turn traffic calming devices would also be installed at San Jose Avenue/Baden Street to further reduce speeding by vehicles driving through this intersection. This project would add rapid flashing beacons at San Jose Avenue/San Juan Avenue and San Jose Avenue/Paulding Street to provide additional warning to drivers that pedestrians are crossing the street, further encouraging them to yield to pedestrians. This project would also add red zones at intersections for improved visibility, as well as additional turn clearance space for San Francisco Fire Department trucks.
3. *Boarding islands:* The project would also reconstruct boarding islands at San Jose Avenue/Santa Ynez Avenue and San Jose Avenue/Santa Rosa Avenue (inbound and outbound) to provide wider and longer boarding islands that would cover the entire length of J Church trains so riders do not have to step off the train into the street. Wheelchair accessible “key stops” would be added at San Jose Avenue/Santa Ynez

Avenue (inbound and outbound) and San Jose Avenue/Santa Rosa Avenue (outbound only). Community members and the SFMTA Accessible Services group have identified these as important gaps in accessible boarding options for J Church riders.

Church and Market Street Transit Plaza: Class IV Bikeway Designation

The SFMTA Board approved transit stop improvements on Church Street at Market Street (southbound) on December 7, 2021. Church and Market streets are on the city's High-Injury Network and it is one of the busiest transit hubs in San Francisco. These improvements included establishing a "transit plaza" to enhance the waiting environment for transit riders boarding the J Church and 22 Fillmore, and to create a welcoming, activated plaza space to enhance the neighborhood environment at the Church and Market intersection. As previously approved, the transit plaza will provide a wider boarding area for Muni customers, an accessible boarding platform, and additional sidewalk space for fronting businesses and community gathering.

The SFMTA has implemented temporary transit stop improvements at this intersection and has started design on permanent upgrades that will begin construction in 2025. Additional quick-build enhancements are under development that could be implemented in the months ahead in partnership with local merchants.

As part of the detailed design process for the permanent improvements, the SFMTA has determined that an additional approval is required to accommodate safe bike access through the plaza. The current quick-build stage of the project allows bicycle access through the temporary transit stop area at street grade, but the permanent version of the project would include a sidewalk-level or otherwise separated path for bikes. Church Street is not a designated bike route, but it is used by many bicyclists to reach local destinations on Church Street or as an alternative to other nearby routes. By maintaining and enhancing bike access through the plaza area, this design would discourage people from riding bicycles in the southbound track lane. To accomplish this, the project proposes to designate a Class IV separated bikeway on Church Street (southbound) along the transit plaza. The details of this bikeway would be finalized during the detailed design phase for the plaza in collaboration with local community members.

Class IV Protected Bikeway Design

As discussed above, the project proposes to designate a Class IV bikeway on Church Street (southbound) that is either sidewalk-level or otherwise separated from vehicle traffic along the transit plaza.

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). 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

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than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed separated bikeway on Church Street (southbound) along the transit plaza will meet these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a qualified engineer. The alternative criteria for the project will discourage motor vehicles from encroaching in the bicycle lane, provide a more inviting facility and a greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists. The SFMTA Board of Directors will adopt these alternative criteria as part of this duly noticed calendar item with opportunity for public comment. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89-02 Class IV Bikeway Guidance. The separated Class IV bikeway on Church Street (southbound) along the transit plaza will conform to these guidelines. The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office on Disability, and San Francisco Public Works to ensure accessibility for all street users.

Future project corridors

The SFMTA has prioritized the San Jose Avenue and Church/Market segments for approval and quick-build implementation because these segments are on the city's High-Injury Network. A future phase of the project will include proposals to improve safety, accessibility and reliability for the J Church on Church Street in Noe Valley, between 22nd and 30th streets. Outreach and planning work for this phase is anticipated to begin in 2024.

Implementation approach

The project would be implemented in two phases:

1. A quick-build phase of this project on San Jose Avenue in 2024 would implement transit lanes, flashing beacons, parking changes and painted safety zones in locations of future pedestrian bulbs.

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2. A second implementation phase starting construction in 2025 would include new and extended boarding islands, wheelchair-accessible key stops, and additional pedestrian safety improvements on San Jose Avenue. This phase will also include construction of the previously approved permanent sidewalk plaza at Church and Market streets and pedestrian bulbs. The proposed Class IV bikeway would also be included in the permanent plaza constructed in 2025.

PROPOSED LEGISLATION

The SFMTA recommend the SFMTA Board of Directors Board approve the following parking and traffic modifications to implement project:

- A. ESTABLISH – BUS, RAIL AND TAXI ONLY LANE - 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
- H. ESTABLISH – CLASS IV BIKEWAY– Church Street, southbound, from Market Street to 200 feet southerly

STAKEHOLDER ENGAGEMENT

The full 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, approval and design.

Initial outreach on near-term reliability and safety improvements for the J Church line began in 2019 but was put on pause after shelter-in-place guidelines took effect in March 2020. Initial outreach for transfer improvements at Church and Market streets took place from 2020-2021, and improvements for the segment, with the exception of the Class IV bikeway proposed in this item, were approved in December 2021. Additional outreach on the detailed design of the permanent plaza has continued in 2022 and 2023, including discussion with the community of the proposed Class IV bikeway.

Outreach for the San Jose Avenue segment of the project began in the second half of 2022. The project team reached out to community leaders and community-based organizations within the project area, as well as representatives of District 11, to get informal feedback on transit and safety concerns in the neighborhood. Neighbors in Mission Terrace have advocated for improvements for people walking in the area. Much of the feedback we received through the initial round of outreach touched on issues of speeding vehicles, poor perceptions of safety for people walking, lack of safe pedestrian crossing opportunities to Balboa Park, and the need for transit improvements in the neighborhood.

After these initial conversations with community leaders, the project team developed a package of proposals for the project and began another round of outreach to the broader community to discuss the need and benefits of the different proposals, to give the opportunity to provide feedback, and to address any additional concerns on San Jose Avenue. This round of outreach included the creation of a project webpage, email blasts to project subscribers, and targeted emails to key neighbor groups and leaders to let them know of the project proposal. This phase of outreach included presenting to Safer San Jose and the New Mission Terrace Improvement Association, visiting merchants, and meeting virtually with community leaders.

Overall, the proposals in the project were well received, with community members excited to see safety enhancements to transit stops, improved pedestrian safety through bulb extensions and rapid flashing beacons, and general traffic calming, all of which addresses concerns about safety on the corridor.

Feedback was mixed on transit lanes, with a few community members unsure of their effectiveness or need on San Jose Avenue, where traffic volumes are relatively low compared to roadway capacity. Overall, however, community members generally expressed support for the safety proposals and optimism that they will help to calm traffic in the neighborhood while prioritizing transit movement.

Balboa Park access

The project team received extensive feedback about safe access to Balboa Park for people walking. As shown in Figure 3 below, there are four intersections where people typically cross San Jose Avenue to reach the park. Two of these have all-way stop signs or a traffic signal, one has a marked crosswalk with a recently installed rapid flashing beacon, and one has no marked crosswalk (Sgt. John V. Young, a small park access street).

To address this feedback, the SFMTA is working to immediately upgrade the three intersections with existing marked crosswalks. As a first step, the SFMTA installed a rapid flashing beacon at the San Jose Avenue/Havelock Street intersection earlier this year. The proposed project would also add intersection daylighting at this intersection as well as adding a rapid flashing beacon at San Juan Avenue, just to the north. The existing crosswalk at Santa Ynez Avenue, which has all-way stop signs, would be upgraded with continental striping as well. The conversion of the center lanes to transit-only would also improve crossings by reducing vehicle speeds and adding predictability to which lanes will have through traffic in them.



Figure 3: San Jose Ave. crossings to Balboa Park:

- 1) Havelock: Existing crosswalk; no stop sign for San Jose Ave traffic. Rapid flashing beacon added in early 2023; daylighting to be added with project.
- 2) Santa Ynez: Existing crosswalk; all-way stop sign. Crosswalk to be upgraded with continental striping.
- 3) Sgt. John V. Young: No marked crosswalk or stop sign (minor park street).
- 4) Ocean: Existing continental crosswalk; signalized.

Many community members also requested a crosswalk on San Jose Avenue at Sgt. John V. Young Lane, a park street that is midway between the north and south ends of the park. As shown in Figure 3, the closest crossing to Sgt. John V. Young Lane with a marked crosswalk is at Santa Inez Avenue, 365 feet to the north. There is a considerable distance between the marked crosswalks at Ocean and Santa Inez (about 1,200 feet), although there are no through-streets intersecting San Jose Avenue between these streets, so crossing demand is relatively low.

After initial analysis and review, our team determined that we could not include the requested upgrades to the Sgt. John V. Young Lane intersection within our project timeline without delaying approval of other improvements, as it will require additional engineering analysis and coordination with other city departments to determine feasibility. We will provide a further update on this request at the SFMTA Board meeting on October 17th.

Feedback outside the project scope

Some community members expressed interest in additional treatments that are either outside of the scope of the project, or not feasible for other reasons. Many community members identified traffic from Paulding Street and Baden Street as a conflict with pedestrian safety, particularly vehicles turning left onto San Jose Avenue. While the proposals for installing pedestrian bulbs at both intersections and the left turn traffic calming proposals at Baden Street were well received, some community members expressed the need for additional treatments, such as a left turn restriction or a stop sign. Our team explored the possibility of these treatments, concluding that a left turn restriction would have larger impacts to neighborhood access, as well as traffic volumes on nearby streets. Stop signs would create transit delays that go against the stated goals of the project.

We also received other feedback that is beyond the project scope, such as requests for improved lighting and traffic calming in the San Jose Avenue tunnel approaching the Mission Terrace neighborhood and interactive speed limit signs, but the SFMTA will continue to engage with the community on these requests.

In addition to community outreach, extensive in-reach was done to ensure that interagency departments and other city departments could weigh in and review proposed designs, including SFMTA Accessible Services, SFMTA Green Division rail operations, SFMTA Streets Division capital improvement managers, and San Francisco Fire Department.

The project was presented for approval at the SFMTA Engineering Public Hearing on August 18, 2023. In the beginning of August, our team notified the public of this hearing through postcards to residents of the community, posters throughout the San Jose Avenue corridor, and direct emails to stakeholders and advocacy groups. The public was directed to a recorded, online presentation of the project proposal that detailed the overall project scope and goals, outreach efforts, and the timeline and next steps of the project. In addition to multilingual postcards, the online presentation was narrated and included subtitles available in English, Spanish, Filipino and Chinese.

ALTERNATIVES CONSIDERED

Alternate Accessible Key Stop Locations

The project team originally identified locations for accessible key stops by referencing the Accessible Key Stops Feasibility Study (2015) completed by SFMTA Capital Projects & Construction staff. These locations were San Jose Avenue/Nantucket Avenue (outbound) and San Jose Avenue/San Juan Avenue (inbound). During initial discussions with the project team and with staff from SFMTA Accessible Services, several shortcomings were collectively identified with these initial proposed locations.

First, these identified locations were separated from existing passenger stops, which would create the need for passengers with mobility devices to wait for or disembark from the train at different stops, potentially creating confusion about stop locations. The SFMTA prefers to keep wheelchair-accessible stops and general passenger stops connected when possible.

Secondly, the Nantucket Avenue location would have required the installation of additional crosswalks at a location where pedestrian traffic is low and where there is not a controlled crossing. This would have resulted in costly pedestrian crossing infrastructure (including curb ramps/extensions, new lighting) in locations that were not identified as a high priority for the community or the project team.

Lastly, the identified San Juan Avenue location would have created a wheelchair-accessible key stop at a farside location that would have placed the key stop away from the crosswalk, due to the need to provide enough room for vehicle turns. Navigating a path from the crosswalk to the key stop ramp would have been a challenge for vision-impaired riders, and there were concerns that of vehicles crashing into the key stop while attempting to make the turn onto San Jose Avenue.

The project team is now proposing key stops at the existing revenue stops to address these concerns.

San Jose Avenue/Santa Rosa Avenue Inbound Boarding Island

The project team originally considered lengthening the inbound boarding island at the Santa Rosa Avenue intersection and locating it closer to the intersection so that it would connect to the existing north side crosswalk, crossing San Jose Avenue. This would have created a true farside boarding island closer to the crosswalk at this signalized intersection. However, the project team evaluated traffic patterns and truck turn templates and determined that this boarding island location would conflict with the heavy westbound to northbound traffic pattern and could result in a risk of vehicles colliding with the proposed boarding island at this location. The project team is now proposing to extend and widen the existing inbound boarding island in the same location in order to address these concerns.

San Jose Avenue/Santa Rosa Avenue Outbound Boarding Island

The project team evaluated the proposal originally identified in the SFMTA's Transit Effectiveness Project (2014) to optimize the location of the outbound boarding island at Santa Rosa Avenue, relocating it from the nearside to the farside of the intersection, and to add a key stop in this location. Upon field review with the San Francisco Fire Department, this location was determined to be infeasible due to the proposed boarding island location blocking emergency fire access at the four-story building at the southwest corner of San Jose Avenue/Santa Rosa Avenue. This location was also challenging to design due to the curve of San Jose Avenue and the short block length between Colonial Way and Santa Rosa Avenue. The project team is now proposing to improve the existing boarding island nearside of the intersection.

Red Zone at San Jose Avenue/San Juan Avenue Intersection (near Roxie Food Center)

The project team originally proposed removing the short-term green zone parking space (10-minute limit) on San Jose Avenue at San Juan Avenue in front of 1901 San Jose Avenue (Roxie Food Center). The green zone would have been replaced with a 28-foot corner red zone, called daylighting, to improve sightlines for drivers on San Juan Avenue looking for gaps in traffic to safely turn on to San Jose Avenue, and for drivers needing to yield to pedestrians in the crosswalk as they turn right from San Jose Avenue on to San Juan Avenue. The project team met with a representative from Roxie’s and discussed this proposal in August 2023. Due to feedback received and additional feedback from Supervisor Ahsha Safai’s office, this proposal was separated from this project to provide time for additional analysis and outreach. As of September 15, 2023, the SFMTA is evaluating other intersection design improvements to address these sightline issues, and will follow-up with the community and other stakeholders to discuss approval and implementation.

Church/Market transit plaza Class IV bikeway

The project team considered not including a bike path through the permanent version of the transit plaza on Church Street at Market Street (southbound). However, since many people bike on this block of Church Street today through the street-level quick-build plaza area, a design without a bike path could encourage people to use the track lane, which can pose a hazard for people on bikes.

FUNDING IMPACT

The full J Church Safety and Accessibility Project is estimated to cost \$27.1 million. This includes proposals within the scope of this item, such as improved boarding islands with wheelchair accessible stops, transit and pedestrian bulbs, transit lanes and a transit bulb/plaza at Market/Church streets. It also encompasses other future segments (e.g., Noe Valley) that have not yet been developed or legislated.

This segment of the project on San Jose Avenue is estimated to cost \$6.7 million. Funding sources include Proposition K transportation sales tax, Proposition B general funds, Accessible Light Rail Stops program funds, and state Transit and Intercity Rail Capital Program funds.

Table 1: Current Funding Plan*

Source	Planning	Preliminary Engineering	Detailed Design	Construction	Total
Proposition K Transportation Sales Tax	-	\$1,320,000	\$3,091,000	-	\$4,411,000
Proposition B Population Baseline	-	-	\$435,000	-	\$435,000
Accessible Light Rail Stops	\$645,000	\$200,000	\$200,000	\$1,240,000	\$2,285,000

Transit and Intercity Rail Capital Program	-	-	-	\$20,000,000	\$20,000,000
TOTAL	\$645,000	\$1,520,000	\$3,726,000	\$21,240,000	\$27,131,000

* Figures rounded to nearest thousand

ENVIRONMENTAL REVIEW

San Jose Avenue Corridor

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).

On September 7, 2023, the San Francisco Planning Department reviewed the modifications to the TTRP.J (Travel Time Reduction Proposal for the J Church line) and determined that the 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 mitigation measures were required for the project.

Church and Market Street Transit Plaza: Class IV Bikeway Designation

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.

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.

The proposed action for the Class IV bikeway designation is the Approval Action as defined by the San Francisco Administrative Code Chapter 31.

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

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<https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends approving various parking and traffic modifications along San Jose Avenue between Ocean Avenue and Cotter Street, on Baden Street at San Jose Avenue, on Paulding Street at San Jose Avenue; designating a Class IV bikeway on Church Street at Market Street; and amending Transportation Code, Division II, Section 601 to designate full-time transit-only areas on San Jose Avenue between Ocean Avenue and Cotter Street.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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
- H. ESTABLISH – CLASS IV BIKEWAY – Church Street, southbound, from Market Street to 200 feet southerly; and,

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 H above, including designation of a Class IV bikeway at Church and Market 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 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

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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