

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 201201-104

WHEREAS, On March 16, 2020, San Francisco's Health Officer issued a Public Health Order in response to the COVID-19 Emergency, requiring that residents shelter in place, with the only exception being for essential needs which significantly impacted San Francisco's transit system and required the San Francisco Municipal Transportation Agency (SFMTA) to reduce transit service, including closing the Muni Metro rail service to minimize risk to front-line staff and the community and redirect custodial resources to other facilities; and,

WHEREAS, To support San Francisco's economic recovery and free up buses that were being using to provide service on rail corridors, SFMTA resumed Muni Metro service on August 22, 2020, and implemented a new temporary service plan to increase capacity in the subway by readjusting which train lines enter the tunnels; which was forced to shut down starting on August 24, 2020, due to overhead line issues and a COVID-19 incident at the Transportation Management Center (TMC); and,

WHEREAS, Pursuant to FTA Circular 4702.1B, Muni service adjustments that meet the SFMTA's definition of a major service change but do not exceed 12 months in duration do not require a service equity analysis but should the service changes as described in this calendar item extend beyond 12 months or become a permanent service change, a service equity analysis will be conducted, including a public comment process, and the changes will be brought before the MTA Board of Directors for approval; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit-First city; and,

WHEREAS, Pursuant to California Vehicle Code sections 21101(e), local authorities can temporarily close a street when, in the opinion of local authorities having jurisdiction, the closing is necessary for the safety and protection of persons who are to use that portion of the street during the temporary closing; and,

WHEREAS, Consistent with state law, SFMTA staff have determined that temporarily closing Church Street between Market and 15th Streets in the southbound direction provides for the safety and protection of transit customers who use the street during the temporary closure due to the large amount of transit customers needing to cross to and from the center track lanes to the J Church trains and the Muni Metro entrances on the west side of the Market/Church intersection, and, further, that the proposed temporary street closure will also substantially improve safety for pedestrians, cyclists, and other people who will also use this portion of Church Street during this period as well; and,

WHEREAS, Based on public feedback, the SFMTA implemented minor parking and traffic modifications which allow the return of modified bus service for the 37 Corbett and the 48 Quintara-24th Street (Bus Terminal and Route Improvements); and,

WHEREAS, Based on public feedback, the SFMTA is proposing to implement minor parking and traffic modifications which allow the return of modified bus service for the 27 Bryant, 33 Ashbury-18th Street, and 55 Dogpatch along with the creation of a temporary 15 Bayview-Hunters Point Express (BHPX) route (Bus Changes January 2021); and,

WHEREAS, In order to accommodate safe and accessible transfers required by this new temporary service plan, the SFMTA implemented the West Portal LK Temporary Transfer Project and Phase One of the J Church Temporary Transfer Improvements Project (Rail Transfer Projects) as follows:

- A. TEMPORARY ROAD CLOSURE EXCEPT FOR MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES – Church Street, southbound, from Market Street to 15th Street
- B. ESTABLISH – TOW AWAY NO STOPPING ANY TIME and ESTABLISH – BUS ZONE - - Church Street, west side, from Market Street to 199 feet southerly; Church Street, east side, from Duboce to 185 feet southerly
- C. ESTABLISH – 30 MINUTE COMMERCIAL LOADING AT ALL TIMES– Church Street, east side, from 45 feet to 105 feet north of 15th Street; Church Street, east side, from 126 feet to 188 feet north of 15th Street; Church Street, west side, from 15th Street to 163 feet northerly
- D. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES– Southbound Church Street at Market Street
- E. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES– Eastbound Market Street at Church Street
- F. ESTABLISH – NO LEFT TURN– Westbound Market Street at Church Street
- G. ESTABLISH– GREEN ZONE, AT ALL TIMES –Church Street, east side, from 5 feet to 45 feet north of 15th Street; Church Street, east side, from 105 feet to 126 feet north of 15th Street
- H. ESTABLISH – GREEN ZONE, 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
- I. ESTABLISH– GREEN METERS, 15-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY– Market Street, south side, from 131 feet to 149 feet west of Church Street
- J. ESTABLISH – TOW AWAY NO STOPPING ANY TIME– Church Street, west side, from 225 feet to 265 feet north of 14th Street
- K. ESTABLISH – COMMERCIAL LOADING 8 AM to 11 AM, MONDAY TO SATURDAY– Church Street, west side, from 289 feet to 319 feet north of 14th Street
- L. RESCIND – BUS ZONE – Ulloa Street, south side, from West Portal Avenue to 75’ easterly
- M. ESTABLISH – NO STOPPING FIRE LANE–Ulloa Street, south side, from West Portal Avenue to 20’ easterly

- N. ESTABLISH – WHITE ZONE 7 AM – 7 PM, MONDAY THROUGH SATURDAY– Ulloa Street, south side, from 20’ to 75’ east of West Portal Avenue
- O. ESTABLISH – TRANSIT ZONE– Ulloa Street, south side, from West Portal Avenue to Wawona Street; Ulloa Street, north side, from Lenox Way to Wawona Street; Vicente Street, north side, from 21’ to 40’ west of West Portal Avenue; Ulloa Street, north side, from 10’ to 55’ west of Wawona Street
- P. ESTABLISH – WHITE ZONE– Lenox Way, from 20 to 45’ north of Ulloa Avenue
- Q. ESTABLISH – GREEN ZONE– Lenox Way, from 45’ to 90’ north of Ulloa Avenue
- R. ESTABLISH – NO LEFT TURN– Lenox Way, southbound at Ulloa Avenue
- S. ESTABLISH -- BUS ZONE– Parkridge Drive, west side, 40 feet to 100 feet north of Burnett Avenue.
- T. ESTABLISH -- RIGHT TURN ONLY EXCEPT MUNI– 11th Street, northbound, at Market Street.
- U. ESTABLISH—RED ZONES– Diamond Street, east side, from Clipper Street to 10 feet northerly; Diamond Street, west side, from Clipper Street to 5 feet northerly; Clipper Street, north side, from Diamond Street to 20 feet westerly; Clipper Street, south side, from Diamond Street to 10 feet westerly; 24th Street, south side, from Diamond Street to 17 feet easterly.
- V. ESTABLISH – BUS ZONE – Bayshore Boulevard, east side, Blanken Avenue to Arleta Avenue; Arleta Avenue, south side, from San Bruno Avenue to 50 feet westerly; 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; Leavenworth Street, east side, from Turk Street to 80 feet northerly; 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
- W. 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; Rutland Street, east side, from Visitacion Avenue to 20 feet northerly; Rutland Street, east side, from Leland Avenue to 20 feet southerly; Rutland, east side, from Leland Avenue to 20 feet northerly; Arleta Avenue, south side, from Rutland Street to 10 feet easterly; Keith Street, east side, from Palou Avenue to 20 feet northerly; Palou Avenue, north side, from Keith Street to 10 feet westerly; Newcomb Avenue, south side, from Keith Street to 10 feet easterly; La Salle Avenue, south side, from Newcomb Avenue to 20 feet easterly; 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; Diamond Street, west side, from Market Street to 20 feet southerly; Sanchez Street, both sides, from 18th Street to 20 feet northerly
- X. ESTABLISH—BUS FLAG STOP—20th Street, south side, at Pennsylvania Avenue;

Pennsylvania Avenue, east side, at 20th Street; 20th Street, south side, at Missouri Street; 20th Street, north side, at Missouri Street; and,

WHEREAS, The temporary improvements of the Rail Transfer Projects project shall include a thorough and transparent evaluation process to determine the effectiveness of the changes, including soliciting stakeholder feedback, collecting and analyzing safety and performance data, and posting evaluation results on the SFMTA website; and,

WHEREAS, The proposed parking and traffic modifications will be temporary in nature and will expire 120 days after the termination or expiration of the COVID-19 State of Emergency; and,

WHEREAS, The proposed rail transfer projects and the bus terminal and route improvements are subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for emergency projects pursuant to Public Resources Code Section 21080(b)(4) and Title 14 of the California Code of Regulations Section 15269 and for specified mass transit projects pursuant to Public Resources Code Section 21080(b)(10) and Title 14 of the California Code of Regulations Section 15275; and,

WHEREAS, The Planning Department determined, on August 12, 2020, that the rail transfer projects (Case Number 2020-007183ENV) and, on August 14, 2020, that the bus terminal and route improvement changes (Case Number 2020-007286ENV), and on November 12, 2020, that the Bus Changes January 2021 are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080(b)(4) and Title 14 of the California Code of Regulations Section 15269, and Public Resources Code Section 21080(b)(10) and Title 14 of the California Code of Regulations Section 15275; and,

WHEREAS, On November 13, 2020, the Planning Department determined that the proposed modifications to the rail transfer changes (Case Number 2020-007183ENV) did not constitute a substantial modification and no further environmental review is necessary; 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 sfplanning.org and 49 South Van Ness Avenue 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, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18 and SFMTA staff have determined that items C, G, H, I, K, N, P, and Q are such final SFMTA decisions; and, now, therefore, be it

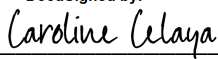
RESOLVED, Pursuant to California Vehicle Code sections 21101(e), the SFMTA Board finds that temporarily closing Church Street between Market and 15th Streets in the southbound direction to through traffic provides for the safety and protection of transit customers who use the street during the temporary closure due to the large amount of transit customers needing to cross to

and from the center track lanes to the J Church trains and the Muni Metro entrances on the west side of the Market/Church intersection, and, further, that the proposed temporary street closure will also substantially improve safety for pedestrians, cyclists, and other people who will also use this portion of Church Street during this period as well; and be it further

RESOLVED, That the SFMTA Board of Directors approves the temporary parking and traffic modifications, as set forth in Items A through X above, as a part of the Rail Transfer Projects and Bus Terminal and Route Improvements; and be it further

RESOLVED, That all actions approved pursuant to the parking and traffic modifications approved herein, are to be in effect temporarily during the COVID-19 emergency referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020 and shall expire 120 days after the termination or expiration of such proclamation; and be it further

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 1, 2020.

DocuSigned by:


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Secretary to the Board of Directors
San Francisco Municipal Transportation Agency