

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 240305-021

WHEREAS, The K Ingleside Muni Metro rail system line defines the vibrant Ocean Avenue commercial corridor and serves 13,000 daily riders, connecting Ocean Avenue and the Ingleside neighborhood to Stern Grove, downtown San Francisco, the Balboa Park BART station, and many educational institutions; and,

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

WHEREAS, The project corridor sees transit reliability challenges resulting from close stop spacing, signal delays, traffic congestion and other obstacles causing transit delays; and,

WHEREAS, The K Ingleside stops along Ocean Avenue have substandard islands at many locations that cannot safely serve two car trains; and,

WHEREAS, The project corridor sees traffic and walking safety concerns along Ocean Avenue, which falls 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, The San Francisco County Transportation Authority (SFCTA) developed the Ocean Avenue Mobility Action Plan (OAMAP) to identify and prioritize multimodal transportation improvements for the Ocean Avenue corridor between Junipero Serra Boulevard and San Jose Avenue; and,

WHEREAS, At the request of Transportation Authority Board Member Myrna Melgar and Board Member Asha Safai, the SFCTA convened the OAMAP Task Force comprised of residents, businesses, and community representatives to develop and prioritize new and existing concepts for transportation improvements along Ocean Avenue; and,

WHEREAS, Through five meetings and a public engagement process, the OAMAP Task Force developed recommendations for priority projects to carry forward for implementation, including Muni Forward improvements for the K Ingleside and pedestrian safety improvements for Ocean Avenue; and,

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

WHEREAS, The proposed improvements, which include new transit boarding islands, stop spacing changes, transit lanes and other transit priority and safety upgrades, are expected to improve safety for people who walk and drive, enhance safety and comfort of boarding areas, and reduce delays and improve reliability for the K Ingleside; and,

WHEREAS, The proposed improvements would be implemented in two phases, with temporary concrete boarding island extensions, transit lanes, turn restrictions, stop signs, red zones, parking changes and painted safety zones in locations of future pedestrian bulbs delivered during an initial quick build phase during 2024, and a longer-term capital construction phase planned to begin in 2027 would implement permanent concrete elements such as new boarding islands and pedestrian bulbs; and,

WHEREAS, The proposed project does not include any planned water, sewer or track replacement, making it less impactful to Ocean Avenue businesses than similar projects on Taraval Street and Van Ness Avenue, and the SFMTA is committed to working closely with Ocean Avenue merchants to minimize construction impacts; 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 K Ingleside line on Ocean Avenue, the San Francisco Municipal Transportation Agency proposes various parking and traffic modifications as follows:

- A. ESTABLISH –BUS, RAIL, AND TAXI ONLY LANE
 - i. Ocean Avenue, eastbound, between Junipero Serra Boulevard and Frida Kahlo Way
 - ii. Ocean Avenue, westbound, between Geneva Avenue and Junipero Serra Boulevard
- B. ESTABLISH –TRANSIT BOARDING ISLAND
 - i. Ocean Avenue, north side, from 60 feet to 150 feet east of San Leandro Way (extends existing transit boarding island, no change in parking)
- C. ESTABLISH –TRANSIT BOARDING ISLAND
ESTABLISH –NO STOPPING ANYTIME
 - i. Ocean Avenue, south side from 60 feet west of San Leandro Way to San Fernando Way (extends existing transit boarding island and removes 4 metered parking spaces #2415, #2419, #2421 and #2423)
 - ii. Ocean Avenue, south side, from 60 feet west of Aptos Avenue to San Benito Way (extends an existing transit boarding island and removes 5 unregulated parking spaces)
 - iii. Ocean Avenue, north side, from 60 feet east of Aptos Avenue to Cedro Avenue (extends existing transit boarding island and removes 4 unregulated parking spaces)
 - iv. Ocean Avenue, south side, from 60 feet west to 232 feet west of Victoria Street (extends existing transit boarding island and removes 6 unregulated parking spaces)
 - v. Ocean Avenue, north side, from Fairfield Way to 93 feet easterly (removes 4 parking meters #1946, #1944, #1942 and #1940)
 - vi. Ocean Avenue, north side, from 67 feet to 158 feet east of Miramar Avenue (extends existing transit boarding island and removes 4 metered parking spaces #1410, #1412,

- #1414 and #1416)
- vii. Ocean Avenue, south side, from Capitol Avenue to 148 feet easterly (removes 1 blue zone and parking meters #1521, #1519, #1517 and #1511)
- D. RESCIND –TRANSIT BOARDING ISLAND
RESCIND –BUS STOP
RESCIND –NO PARKING ANYTIME
 - i. Ocean Avenue, eastbound, from Cerritos Avenue to 205 feet westerly
 - ii. Ocean Avenue, westbound, from Westgate Drive to 85 feet easterly
- E. ESTABLISH –SIDEWALK WIDENING
ESTABLISH –NO PARKING ANYTIME
 - i. Ocean Avenue, northside, from San Benito Way to 23 feet easterly (6-foot widening, extends existing red zone by 3 feet)
 - ii. Granada Avenue, west side, from Ocean Avenue to 23 feet southerly
 - iii. Ocean Avenue, south side, from Cerritos Way to 23 feet westerly (6-foot widening)
 - iv. Ocean Avenue, north side, from Westgate Drive to 35 feet easterly (6-foot widening)
 - v. Ocean Avenue, north side, from Manor Drive to 25 feet easterly (6-foot widening)
 - vi. Ocean Avenue, north side, from 67 feet to 103 feet east of Plymouth Avenue (4-foot widening, removes parking meters #1290 and #1288)
- F. RESCIND –NO PARKING ANYTIME
 - i. Ocean Avenue, south side, from Cedro Avenue to 23 feet west of Cerritos Avenue (restores 9 parking spaces)
 - ii. Ocean Avenue, north side, 50 feet to 85 feet east of Westgate Drive (restores 2 parking spaces)
- G. RESCIND – SIDEWALK WIDENING
 - i. Ocean Avenue, north side, from Santa Avenue to 10 feet westerly
 - ii. Ocean Avenue, north side, from Granada Avenue to 20 feet westerly
- H. RESCIND – SIDEWALK WIDENING
RESCIND – NO PARKING ANYTIME
 - i. Ocean Avenue, south side, from Plymouth Avenue, west leg to 40 feet westerly
- I. RESCIND – BLUE ZONE
 - i. Ocean Avenue, south side from 20 feet to 42 feet east of Capitol Avenue (Blue space relocated to SW corner on Capitol Avenue)
- J. RESCIND – BLUE ZONE
ESTABLISH – WHITE ZONE, PASSENGER LOADING ZONE, 5-MINUTE LIMIT, 9AM TO 10PM, DAILY
 - i. Miramar Avenue, east side, from Ocean Avenue to 20 feet northerly (Converts blue zone to passenger loading zone)
- K. ESTABLISH –BLUE ZONE
 - i. Capitol Avenue, west side, from Ocean Avenue to 20 feet southerly
- L. ESTABLISH –RED ZONE
 - i. Fairfield Way, east side from 10 feet to 25 feet north of Ocean Avenue (extends existing red zone by 15 feet and removes 1 parking space)
 - ii. Granada Avenue, west side, from Ocean Avenue to 10 feet northerly (removes 1 parking space)
 - iii. Lee Avenue, east side, from Ocean Avenue to 10 feet southerly (removes 1 parking space)

- iv. Ocean Avenue, south side, from Plymouth Avenue to 20 feet westerly (removes 1 metered parking space #1301)
- M. ESTABLISH – 60 DEGREE ANGLED PARKING
 - i. Dorado Terrace, west side, from Ocean Avenue to 325 feet northerly (converts parallel parking to 60-degree angled parking)
- N. ESTABLISH –NO LEFT TURN
 - i. Ocean Avenue, eastbound at San Leandro Way
 - ii. Ocean Avenue, eastbound at Westgate Drive
 - iii. Ocean Avenue, eastbound at Lakewood Avenue
 - iv. Ocean Avenue, westbound at Jules Avenue
 - v. Ocean Avenue, westbound at Miramar Avenue
 - vi. Ocean Avenue, eastbound at Plymouth Avenue
 - vii. Ocean Avenue, westbound, at Brighton Avenue
- O. ESTABLISH – RIGHT TURN ONLY
 - i. Granada Avenue, northbound and southbound at Ocean Avenue
 - ii. Lakewood Avenue, southbound at Ocean Avenue
 - iii. Plymouth Avenue, southbound at Ocean Avenue
- P. ESTABLISH – CROSSWALK CLOSURE
 - i. Ocean Avenue at Paloma Avenue, west crosswalk
 - ii. Ocean Avenue at Granada Avenue, east and west crosswalk
 - iii. Ocean Avenue at Plymouth Avenue, west crosswalk
- Q. ESTABLISH – CROSSWALK
 - i. Ocean Avenue at Granada Avenue, east crosswalk (Realigns crossing at this intersection)
 - ii. Ocean Avenue at Plymouth Avenue, east crosswalk (Realigns crossing at this intersection)
- R. RESCIND –TRAFFIC SIGNAL
 - i. Ocean Avenue and Plymouth Avenue, west leg
- S. ESTABLISH –GENERAL METER PARKING
 - i. Ocean Avenue, south side, from 100 feet to 142 feet east of Granada Avenue (Removes sidewalk widening and restores 2 metered parking spaces)
- T. ESTABLISH –STOP SIGN
 - i. Plymouth Avenue, southbound at Ocean Avenue
- U. ESTABLISH –RECTANGULAR RAPID FLASHING BEACON
 - i. Ocean Avenue at San Benito Way
 - ii. Ocean Avenue at Manor Drive
 - iii. Ocean Avenue at Granada Avenue
- V. ESTABLISH –GENERAL LOADING ZONE, 5-MINUTE LIMIT, 9 AM TO 10 PM, DAILY
 - i. Ocean Avenue, south side, from 69 feet to 109 feet west of Ashton Ave (Converts general parking meters #1913 and #1911 to general loading)
- W. ESTABLISH –METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY
 - i. Ocean Avenue, south side, from 129 feet to 169 feet west of Ashton Ave (Converts general meter parking and commercial loading hours #1919 and #1917 to commercial loading zones)

- ii. Ocean Avenue, north side, from 13 feet to 76 feet east of Capitol Avenue (Converts general meter parking #1520, #1518 and #1516 to commercial loading zones)
- iii. Capitol Avenue, eastside, from 15 feet to 27 feet south of Ocean Avenue (Converts general parking to commercial loading zone)
- iv. Miramar Avenue, west side, from Ocean Avenue to 40 feet southerly (Converts general parking to commercial loading zones)
- X. ESTABLISH –PASSENGER LOADING ZONE, 5:30 AM TO 7 PM, MONDAY THROUGH SATURDAY
 - i. Ocean Avenue, north side, from 8 feet to 110 feet west of Dorado Terrace (Converts general meter parking #1814, #1812, #1810, #1808 and #1806 to passenger loading)
- Y. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY
 - RESCIND – PASSENGER LOADING ZONE, 5:30 AM TO 7 PM, MONDAY THROUGH SATURDAY
 - i. Ocean Avenue, north side, from 39 feet to 105 feet east of Dorado Terrace (Converts passenger loading zone to commercial loading zone)

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 February 6, 2024, the San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.K and determined that the K Ingleside Rapid 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, A copy of the CEQA determination 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://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 Y 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 Ocean Avenue, eastbound, between Junipero Serra Boulevard and Frida Kahlo Way, and on Ocean Avenue, westbound, between Geneva Avenue and Junipero Serra Boulevard.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 5, 2024.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code – Transit Only Lanes – Ocean Avenue]

Resolution amending Division II of the Transportation Code to designate full-time Transit-only areas on Ocean Avenue, eastbound, from Junipero Serra Boulevard to Frida Kahlo Way, and Ocean Avenue, westbound, from Geneva Avenue to Junipero Serra Boulevard.

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).

* * * *

(43) Ocean Avenue, eastbound, from Junipero Serra Boulevard to Frida Kahlo Way, and Ocean Avenue, westbound, from Geneva Avenue to Junipero Serra Boulevard. 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 Ocean Avenue, eastbound, from Junipero Serra Boulevard to Frida Kahlo Way, and Ocean Avenue, westbound, from Geneva Avenue to Junipero Serra Boulevard.

(4344) **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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