

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving various parking and traffic modifications along the M Ocean View line in the Ocean View neighborhood as part of the M Ocean View Transit and Safety Project; designating Class II and Class IV bikeways on 19th Avenue between Beverly and Randolph (south) streets; and amending 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.

SUMMARY:

- The M Ocean View Transit and Safety Project proposes transit reliability, accessibility and safety improvements to benefit the 18,000 daily riders on the M line.
- Improvements would be focused on the section of the line in the Ocean View neighborhood, a Muni Service Equity Strategy neighborhood where there are slow transit travel speeds, many stops that do not have dedicated boarding areas, and high rates of injury collisions.
- The proposed improvements include new transit boarding islands and transit bulb upgrades, stop spacing changes, transit lanes and other transit priority and safety upgrades.
- SFMTA staff developed the proposed improvements in collaboration with the Ocean View community and conducted multiple rounds of extensive outreach that shaped the proposals to meet the needs of community institutions and stakeholders.
- The project team presented this project to the SFMTA Board as an informational item on November 21, 2023. We are returning to the Board for approval after making project changes to address the remaining community stakeholder concerns.

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

PAGE 2.

<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

APPROVALS:

DATE

DIRECTOR	 _____	January 31, 2024
SECRETARY	 _____	January 31, 2024

ASSIGNED SFMTAB CALENDAR DATE: February 6, 2024

PAGE 3.

PURPOSE

Approving various parking and traffic modifications along the M Ocean View line in the Ocean View neighborhood; designating Class II and Class IV bikeways on 19th Avenue between Beverly and Randolph (south) streets as part of the M Ocean View Transit and Safety Project; and amending 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.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed project will support the following SFMTA Strategic Plan Goals:

Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.

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. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

DESCRIPTION

The M Ocean View line currently serves 18,000 daily riders, connecting the Ocean View neighborhood to downtown San Francisco via the Twin Peaks Tunnel. It also connects Ocean View residents to the Lakeshore and West Portal neighborhood commercial corridors, regional BART service at Balboa Park station and to educational institutions, including San Francisco State University and City College of San Francisco. The Muni Service Equity Strategy identified the Ocean View section of the line as a priority for improvements, as shown in Figure 1 (the project area).

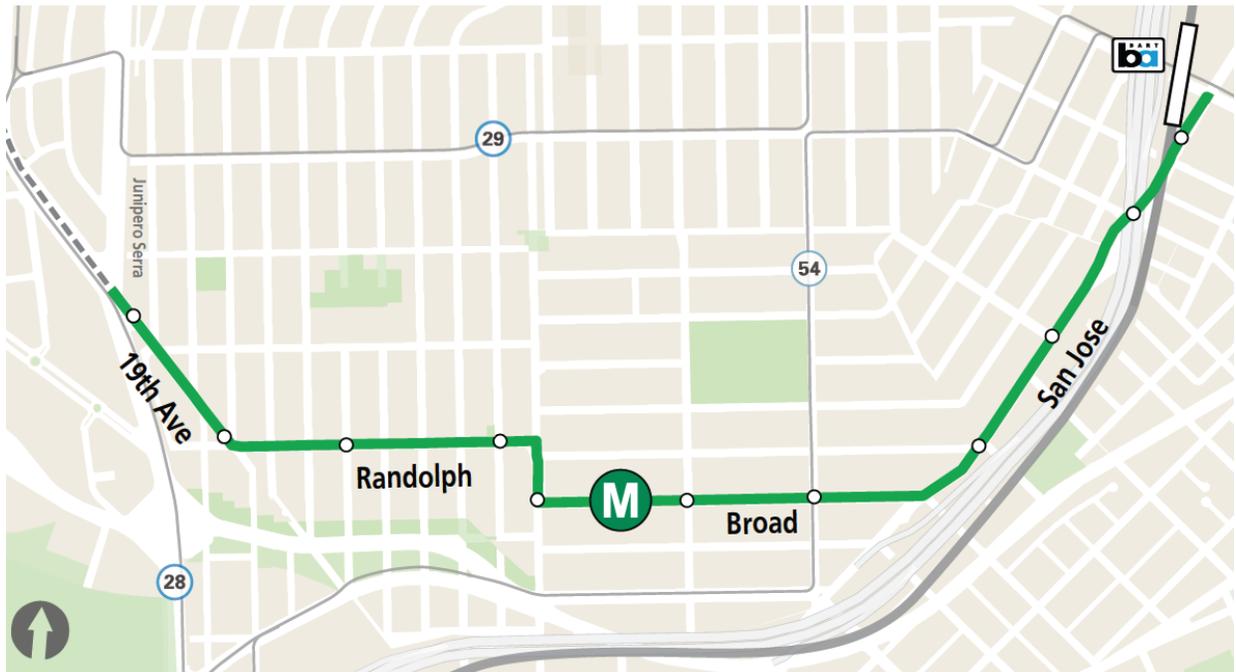


Figure 1: Project limits shown in green

Challenges

There are three main challenges in the project area that the M Ocean View Transit and Safety Project (the project) seeks to address: transit reliability, traffic and pedestrian safety, and accessibility.

- *Transit reliability and the customer experience:* Currently, the M Ocean View has average travel speeds of just 7-9 mph in the project area. Transit reliability challenges include frequent stop signs along Randolph and Broad streets, transit “flag stops” that require passengers to cross through parked cars to board the train, some closely spaced stops, and delay from private vehicles.

- *Safety:* Randolph Street and 19th Avenue in the project corridor are part of San Francisco’s High-Injury Network, the 13% of streets where 75% of the city’s serious traffic-related injuries and fatalities occur. San Jose Avenue was previously part of the High-Injury Network, and still experiences a high rate of collisions. From 2017 to 2022, there were a total of 62 reported injury collisions in the project area. Of those, 26 collisions involved someone walking, including 10 incidents where someone was getting on or off Muni.

Many transit stops in the project area lack boarding areas that extend to the train doors, forcing riders to board from the street. The San Francisco Board of Supervisors passed a unanimous resolution in 2021 directing the SFMTA to upgrade this type of stop.

- *Accessibility:* In the project area, only three of 11 train stops in each direction are wheelchair accessible. Moreover, the existing wheelchair-accessible platforms at San Jose and Geneva avenues have mechanical issues and need to be replaced.

Overview of proposed improvements

To address the challenges outlined above, the project proposes the following improvements (illustrated in Figure 2).

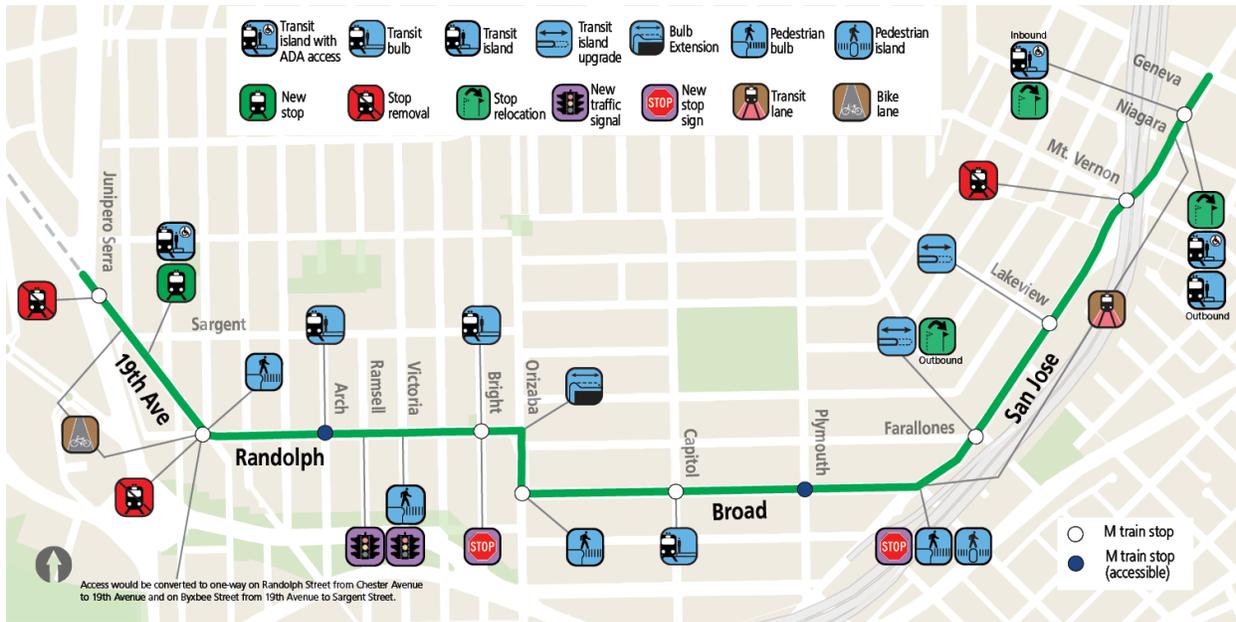


Figure 2: Overview of proposed improvements

1. *Boarding islands and transit bulbs.* The project would extend existing short boarding islands on San Jose Avenue, add new boarding islands on 19th Avenue, and extend the sidewalk at curbside stops to meet the train door on Randolph and Broad streets. This would make it easier for train riders to safely access the train.

2. *Wheelchair-accessible boarding islands.* The project would add wheelchair-accessible transit stops on 19th Avenue at Randolph Street-north (outbound) and Monticello Street (inbound), and on San Jose Avenue at the last stop on the line, near Balboa Park station (replacing existing wheelchair ramps at this stop that have frequent mechanical issues).
3. *Transit lanes:* The project would add bus, rail, and taxi-only transit-only lanes on San Jose Avenue to improve transit reliability and to provide a traffic calming effect on the roadway. The northbound transit lane is proposed between Broad Street and Niagara Avenue, and the southbound transit lane is proposed between Niagara Avenue and Farallones Street. By converting the center (track) lane in each direction to a transit lane, this would reduce the number of general-purpose travel lanes from two to one in each direction (see Figure 3), with the intent of discouraging speeding while keeping trains moving without delay. Left turns would continue to be allowed from the center lanes.

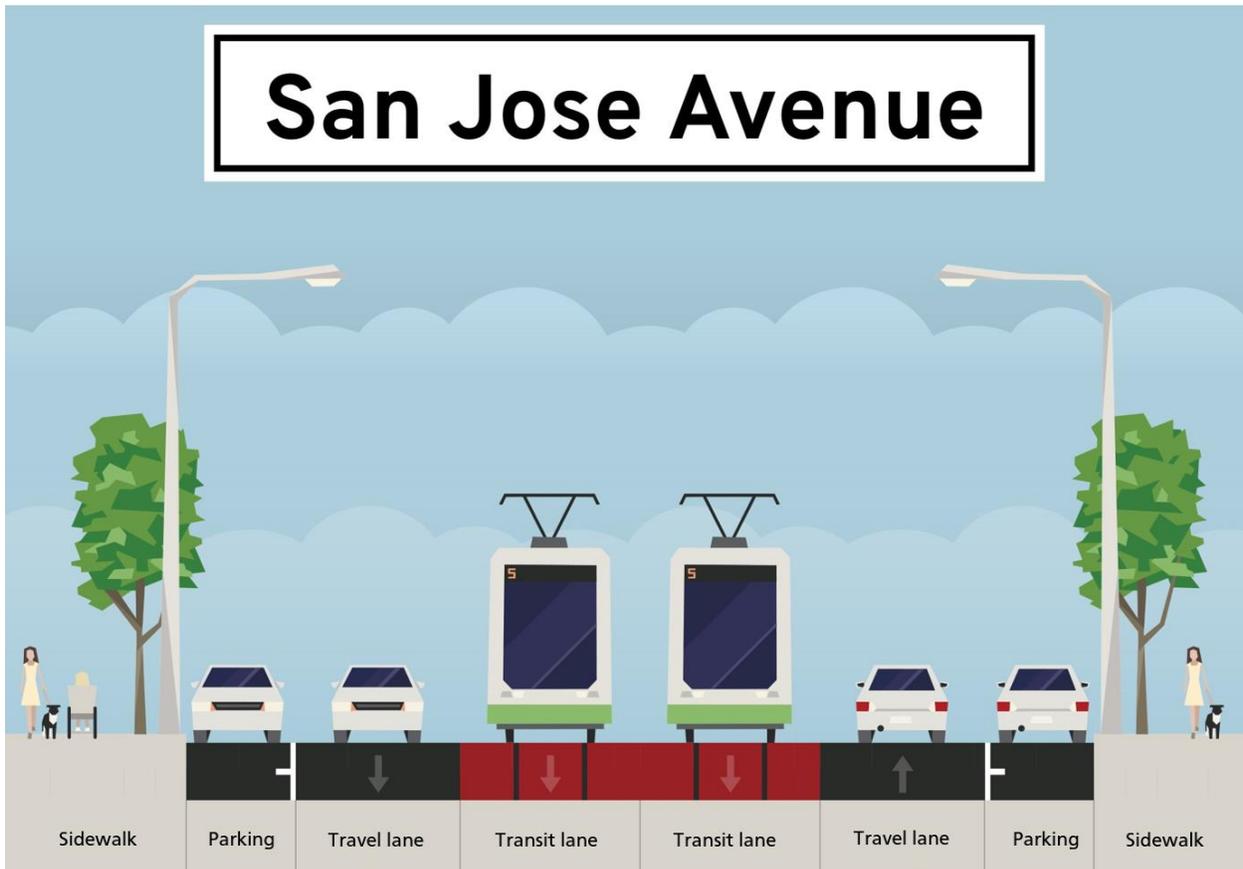


Figure 3: Proposed street cross-section on San Jose Avenue with new transit lanes. Left turns would also be allowed from the center (track) lane.

4. *Transit stop changes.* The project would consolidate the two existing stops on 19th Avenue (at Junipero Serra Boulevard and at Byxbee Street) to a new stop pair at the far

side of Randolph Street/Sargent Street in the outbound direction and at the far side of Monticello Street in the inbound direction that would improve boarding and alighting onto a curb instead of an active travel lane (see Figures 4 & 5). The location of this new inbound stop has been adjusted from earlier versions of this proposal to address the most pressing needs of the Salvation Army church and donation site adjacent to it, following an extensive community engagement process. The stop would still include a full two-car length boarding island, a wheelchair-accessible ramp, and a separated bike lane.

The project would also remove the stop at San Jose and Mt. Vernon avenues, which has lower ridership than other stops on the line. These changes would reduce delay and improve transit reliability by allowing the train to stop less frequently while still meeting the SFMTA's stop spacing standards. Additionally, the new stop location on 19th Avenue would bring train riders closer to key destinations, such as nearby church services, food pantries, a senior center, a childcare center and transfer points to lines like the 28 19th Avenue, and would also provide space for new wheelchair-accessible ramps.

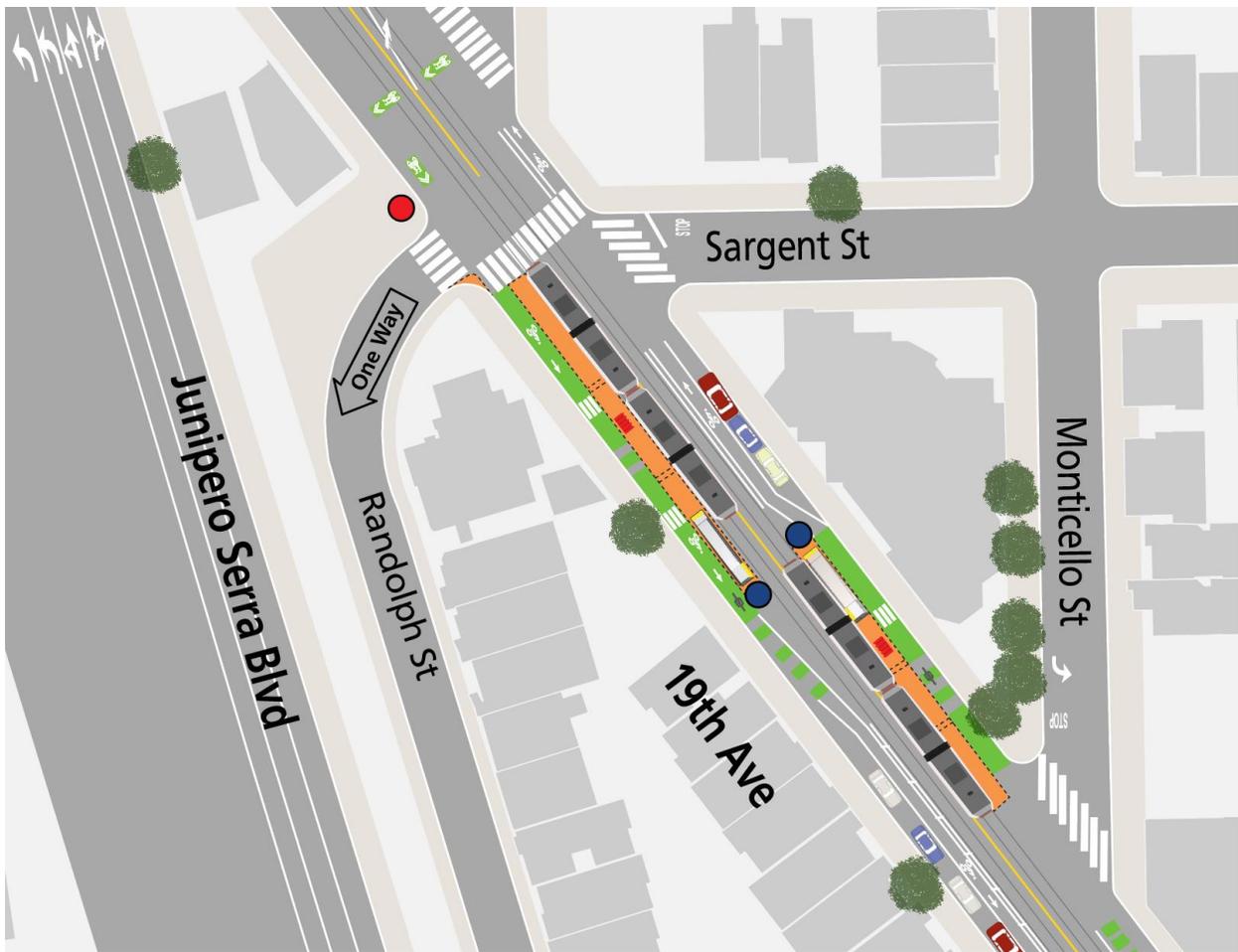


Figure 4: Proposed stop changes and improvements on 19th Avenue



Figure 5: Existing inbound stop conditions on 19th Avenue and Junipero Serra Blvd

5. *Traffic signals with transit priority:* The project would replace all-way STOP signs with traffic signals that have transit signal priority on Randolph Street at Ramsell and Victoria streets. This would reduce delay and improve transit reliability.
6. *Additional pedestrian safety measures:* The project would add corner sidewalk extensions (“pedestrian bulbs”) at four intersections on Randolph and Broad streets to increase the visibility of people walking, slow turning vehicles and reduce the distance and amount of time it takes to walk across the street. To improve pedestrian crossings, all-way stop signs would be added at the intersections of Broad Street and San Jose Avenue and Randolph and Bright streets. Pedestrian refuge islands, which are protected areas where people may safely pause while crossing a street, would be added at the intersection of Broad Street and San Jose Avenue to improve safety and address vehicle speeding on northbound San Jose Avenue (see Figure 6).

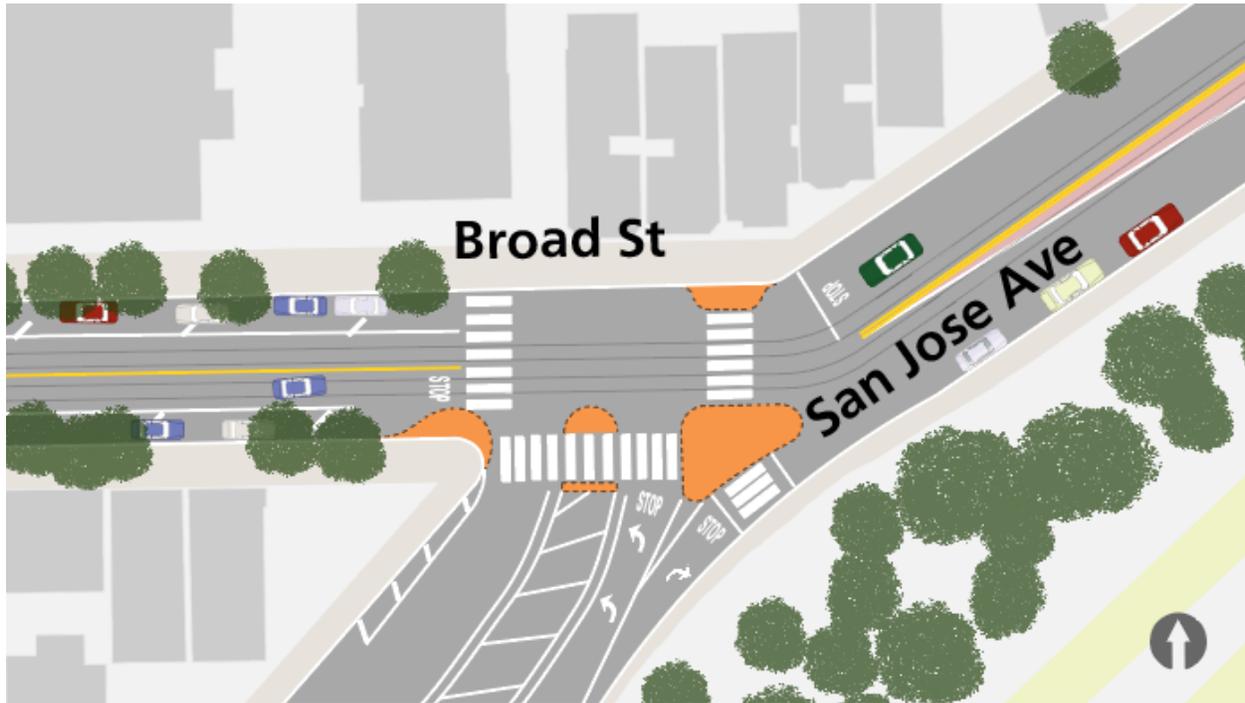


Figure 6: Safety treatments proposed at Broad Street and San Jose Avenue

7. *Exhibition driving deterrents:* On Randolph at Victoria and Head streets, the project would include traffic calming measures designed to deter exhibition driving, sometimes called “stunt driving” or “sideshows,” based on community requests. When community members identified these intersections where stunt driving is a concern, project staff coordinated with the SFMTA traffic calming team tasked with addressing stunt driving citywide to review and evaluate possible quick-build solutions for the project. These treatments would involve installing multiple Bott’s dots, rubber humps or non-reflective raised pavement markers in the roadway intersection to discourage reckless driving behavior (see Figure 7).



Figure 7: Example of exhibition driving deterrent treatments

8. *Bike lanes:* The project would add bike lanes on 19th Avenue between Beverly and Randolph Streets where there are currently “sharrow” markings that connect to bike lanes on Brotherhood Way and sharrows on Beverly Street. This portion of 19th Avenue is a designated segment of the city’s bicycle network where bicyclists currently share the general traffic lane in both directions with vehicles and trains. Next to the proposed boarding islands, the bike lane would be Class IV (protected bike lane), while in other locations it would be Class II (standard bike lane) next to the parking lane. Parking protected bike lanes are not proposed where there is no boarding island because this would require extensive parking removal and would conflict with existing pedestrian bulbs. This section of bike lanes would connect to bike routes leading to Daly City BART, San Francisco State University, and Stonestown Galleria.

Proposed details: San Jose/Geneva intersection improvements

Currently, the M Ocean View terminal stops in both directions near the Balboa Park BART Station on San Jose Avenue at Geneva Avenue lack adequate boarding space for passengers. This intersection was originally identified for improvements in the SFMTA’s Geneva Avenue/San Jose Avenue Intersection Study, funded by the San Francisco County Transportation Authority’s (SFCTA) Neighborhood Transportation Improvement program for Supervisorial District 11.

There are existing wheelchair stops, but the inbound wheelchair ramp is an unusual design that has frequent mechanical issues, and the outbound stop requires wheelchair users to ride an

PAGE 11.

additional two blocks to access the stop. Transit riders and operators have frequently expressed concern about the outbound stop in particular, which requires passengers to alight in an active travel lane (see Figure 8).



Figure 8: Existing transit boarding conditions on San Jose Avenue near Geneva Avenue

Project staff further vetted and refined the concepts developed in the Intersection Study and recommend the following improvements (see Figure 9):

1. Reconstruct and relocate the substandard wheelchair-accessible inbound boarding island.
2. Shift the final outbound stop to nearside Niagara, where a new boarding island can be constructed (passengers currently must alight into the street in a lane of traffic as illustrated in Figure 8 above).

A new outbound wheelchair-accessible ramp would be built at the far side of Niagara Avenue due to space constraints near side of the intersection.



Figure 9: Proposed improvements near the intersection of San Jose and Geneva avenues

Class IV Protected Bikeway Design

As discussed above, the project proposes to designate a Class IV bikeway on 19th Avenue that is separated from vehicle traffic next to the transit boarding islands.

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

PAGE 13.

or roadways where bicycle travel is permitted may utilize minimum safety design criteria other 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 19th Avenue along the boarding islands proposed at Sargent Street will meet the three conditions listed above. 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 19th Avenue along the boarding islands proposed at Sargent Street 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.

On-street parking changes and tradeoffs

The project would remove approximately 72 unmetered parking spaces, which consists of 5.7% of the total parking supply over the project corridor (about 2 miles). Figure 10 below shows the estimated parking changes resulting from each proposed improvement along the project corridor.

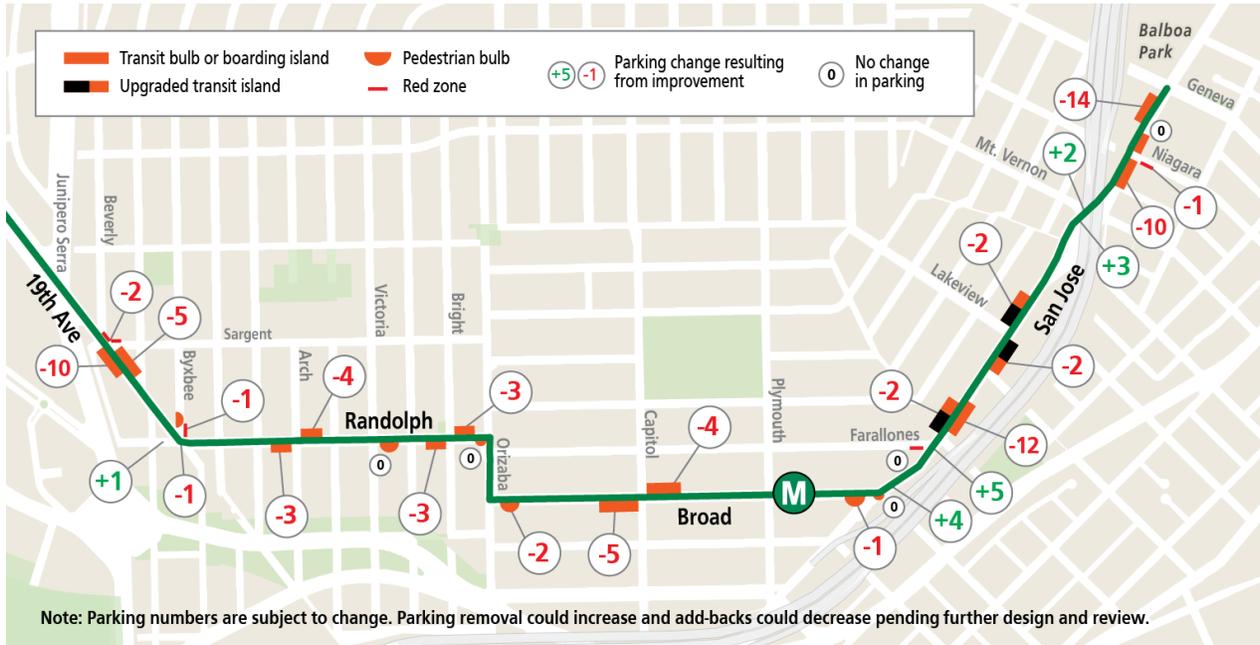


Figure 10: Estimated on-street parking changes resulting from improvements

The total net on-street parking change by benefit type is summarized in Table 1. In many cases, proposed improvements address more than one challenge. For instance, a new transit boarding island with a wheelchair-accessible ramp addresses accessibility, safety and transit reliability challenges, and a transit bulb addresses safety and transit reliability challenges.

For some locations, project staff was able to identify parking addbacks, such as at Mt. Vernon and San Jose avenues and Broad Street and San Jose Avenue, where proposed stop optimization and an intersection reconfiguration provided opportunity to add more parking.

Table 1: Changes in on-street parking by benefit

Implementation approach

Location	Benefit				Net Total
	Reliability only	Safety only	Safety/ reliability	Accessibility/ safety/ reliability	
19 th Ave (J Serra to Randolph)	0	-2	0	-15	-17
Randolph St (19 th Ave to Orizaba)	0	-2	-13	0	-11
Broad St (Orizaba to San Jose)	0	0	-9	0	-13
San Jose (Broad to Mt Vernon)	+5	2	-13	0	-6
San Jose (Geneva/Niagara terminal area)	0	-1	-10	-14	-25
Total (net parking space change)	+5 spaces	-3 spaces	-45 spaces	-29 spaces	-72 spaces

The project would be implemented in two phases:

1. A quick-build phase including measures that could be delivered with paint and signs would be implemented beginning in 2024 after project approval. These quick-build measures include stop signs, red zones, parking changes and painted safety zones in locations of future pedestrian bulbs, and transit lanes.
2. A longer-term capital construction phase would follow in early 2026 to implement concrete elements such as wheelchair-accessible key stops, new and extended boarding islands and pedestrian bulbs.

Transit stop lighting program

As part of the SFMTA’s Safety Equity Initiative, the Transit Stop Lighting Program is in the process of developing a pilot project to deliver improved transit stop lighting, starting with a small number of stops on the M Ocean View. This would help advance the SFMTA’s ongoing efforts to create a safer environment for all Muni riders by considering how gender-specific dynamics hinder and shape the mobility of women. Improved lighting at transit stops, in particular, has been identified as a capital investment that would improve women’s experiences

in public spaces. During the detailed design phase of our project, we will coordinate with this effort to help ensure lighting can be installed as quickly as possible.

PROPOSED LEGISLATION

Items A-C, E, I, K-L, Q-R, and T require SFMTA Board approval. Although Transportation Code, Division II, Section 201 delegates to the City Traffic Engineer the authority to approve all other items, the City Traffic Engineer recommends that the SFMTA Board of Directors Board approve the following parking and traffic modifications to implement project:

- 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 19th Avenue (for a 11-foot pedestrian bulb into Byxbee Street and a 6-foot pedestrian bulb into 19th 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. 19th Avenue, west side, from Randolph Street to 229 feet southerly (removes 10 parking spaces)

- ii. 19th 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. 19th 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 19th 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 19th 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 19th Avenue (removes 1 parking space)
 - iv. Niagara Avenue, south side, from San Jose Avenue frontage road to 25 feet easterly (removes 1 parking space)

PAGE 18.

- 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 – LEFT TURN ONLY
Monticello Street, southbound, at 19th Avenue
- I. ESTABLISH – ONE WAY STREET
Randolph Street, eastbound, between Chester Avenue and 19th Avenue
- J. ESTABLISH – NOT A THROUGH STREET
Byxbee Street, southbound, at 19th 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. 19th Avenue, northbound, from Byxbee Street to Monticello Street
 - ii. 19th Avenue, northbound, from Sargent Street to Beverly Street
 - iii. 19th Avenue, southbound, from 197 feet south of Randolph Street (north) to Randolph Street (south)
 - iv. 19th Avenue, northbound, from Sargent Street to 90 feet southerly
- L. ESTABLISH – CLASS IV BIKE LANE
 - i. 19th Avenue, northbound, from 40 feet south of Monticello Street to 142 feet north of Monticello Street
 - ii. 19th 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. 19th Avenue, east side, at Junipero Serra Boulevard
 - ii. 19th Avenue, east side, at Byxbee Street
 - iii. 19th 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

PAGE 19.

- ii. Randolph Street and Victoria Street

- Q. ESTABLISH – 45-DEGREE ANGLED FRONT-IN PARKING
Randolph Street, north side, between Chester Avenue and 19th 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. 19th 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)

STAKEHOLDER ENGAGEMENT

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. Each stage of the project's outreach process reached broadly to neighbors, business owners, institution leaders and train riders for feedback.

Key components of the project's engagement strategy have included:

- **Over 25 meetings with stakeholders** to share project updates and get feedback from organizations representing the diversity of the neighborhood, including youth, seniors, people with disabilities, low-income families, church communities and long-term residents
- **16 project events**, including six self-guided or staffed open houses; project office hours; pop-up tabling at community events, transit stops and locations serving youth and seniors with interpretation and translated materials
- **Two multilingual mailers** sent to all residents and businesses within a few blocks of the project at key milestones

PAGE 20.

- **Rider survey and neighborhood surveys** that received over 250 responses in English, Chinese and Spanish
- **Targeted merchant outreach and loading surveys** where parking would be impacted
- **Multilingual posters** posted throughout the project limits at four separate times
- **Regular project website updates and email and text blasts** to a list of over 20,000 subscribers

Outreach was conducted in four phases as described below.

Outreach phase 1: Listening tour

We launched a project outreach “listening tour” in spring 2022 by meeting with community members to understand their experiences with the M Ocean View and their priorities for improvements. We completed a round of listening sessions with community organizations and launched a multilingual rider survey to understand how service was currently working for riders and what their highest priorities were for improvements. We followed this with a neighborhood survey to understand why some residents chose not to ride the line and which improvements would compel them to ride the M Ocean View more. We promoted these surveys and the project through a mailer to all nearby homes and businesses, posters across the corridor, a self-guided open house at the Ocean View Branch Library and pop-up tabling with interpretation across the corridor.



Figure 11: Staff members conduct rider surveys onboard the M Ocean View.

The demographics of survey respondents were close to those of the neighborhood: 50% Asian and/or Pacific Islander, 10% Latinx and/or Hispanic, 7% Black or African American, and 29% White, of respondents who shared this information. Through this initial listening tour, we heard a

number of themes that were echoed in later stages of outreach. The top priorities flagged within the rider survey and neighborhood surveys were reducing wait times, reducing travel times and improving safety for people walking to stops.

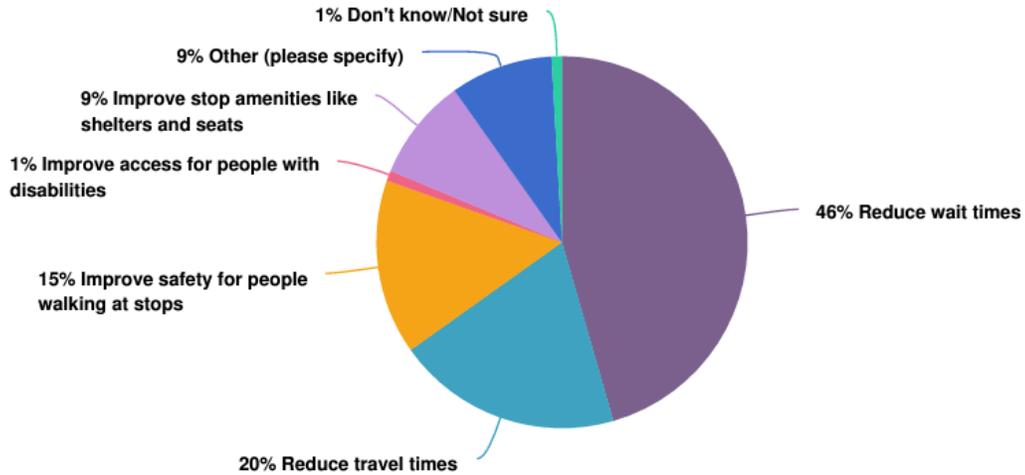


Figure 12: Rider responses about their top priorities for improvements along the M Ocean View.

Outreach phase 2: Sharing initial concepts for improvements

We incorporated this feedback in our first concept proposals, shared in fall 2022, which focused on improving reliability, travel times and safety at stops. We shared these conceptual ideas by holding stakeholder briefings, tabling at community events like the OMI Roller Skate Party and the Lakeview/OMI Kwanzaa Celebration, sharing email and text updates to project subscribers and posting updates on our project website.



PAGE 22.

Figure 13: At the OMI Roller Skate Party, participants share feedback on initial concepts.

Through this outreach, we collected valuable feedback. We heard support for many aspects of the concept proposals and also specific concerns. For example, we heard that:

- Vehicles often speed on San Jose Avenue
- Consolidating stops at Orizaba Avenue would make M Ocean View riders have to walk farther to access the future location of the library
- Stunt driving is a common occurrence and a safety concern
- Residents were concerned that new traffic signals could encourage congestion on side streets and speeding during non-peak times
- Riders were concerned that many M Ocean View stops are not wheelchair accessible
- Losing parking was a big concern

Outreach phase 3: Sharing detailed proposals

In spring 2023, we shared detailed project proposals as well as block-by-block drawings for the first time. The proposals included revisions that reflected previous feedback about traffic calming on San Jose Avenue, stunt driving deterrents, traffic signals, upgraded stops and parking loss. We shared these project proposals widely for additional feedback. We held two-week self-guided open houses at four locations across the corridor: the I.T. Bookman Community Center, OMI Senior Center, Performing Arts Workshop at Geneva Powerhouse and the Ocean View Branch Library. We also held a staffed open house at Temple United Methodist Church and pop-up events at locations like Sheridan Elementary, the Minnie & Lovie Ward Recreation Center and OMI Senior Center. We promoted this outreach through a mailer to all nearby residents and merchants and posters across the corridor.



Figure 14: Project staff talk with a community member at an open house in May.

We received feedback from hundreds of community members at events and meetings and by email and phone. There was significant support for improving safety at stops by adding transit bulbs and boarding islands, and to add a transit lane on San Jose Avenue to calm traffic. We also heard from many that moving the stops on 19th Avenue too far from Junipero Serra Boulevard would be difficult for people traveling to nearby church services, food pantries, a senior center, a childcare center and transfer points to lines like the 28 19th Avenue. We also heard again that losing parking is major concern. To dig deeper on this topic, we visited merchants and organizations who would be impacted by losing parking to complete curb use surveys and consider loading improvements nearby.



Figure 15: With translated materials and Cantonese interpretation, we heard feedback from participants attending programming at the OMI Senior Center.

Outreach phase 4: Virtual public hearing

In fall 2023, we held a two-week virtual public hearing to be more accessible to community members than a traditional single-date Engineering Public Hearing. We shared updated proposals and project information through an online StoryMap in English, Chinese and Spanish, and collected feedback by email, phone, in virtual office hours and in-person at office hours held at the Ocean View Library Branch. We promoted this virtual public hearing by emailing organizations we had previously met with, posting notices across the corridor and sending several email and text messages to project subscribers.



Figure 16: A resident asking SFMTA staff questions project proposals at the library office hours

PAGE 24.

We received support for many of the transit reliability and safety improvements in the proposals. We continued to hear concerns about parking loss and also heard some feedback that the virtual public hearing format – even with in-person and online office hours – was not as approachable or easy to navigate as previous rounds of outreach for some community members. In response, we shared printed materials, including proposed designs, with select community members who had expressed greater comfort with printed materials.

Outreach phase 5: additional time for public feedback

In fall 2023, we delayed the SFMTA Board of Directors approval vote and presented an informational item to the Board to provide additional time for public feedback. During this period, project staff met with community members affected by the 19th Avenue boarding island proposals, including the Salvation Army SF All Nation Corps church and organizations providing senior and childcare services in the nearby Temple United Methodist Church. After gathering more information about the curbside needs of the Salvation Army church, project staff incorporated revisions to the 19th Avenue inbound accessible boarding island design. While the Salvation Army would prefer to keep all parking on the block, this revised proposal addresses their most pressing needs of preserving some parking and keeping their front doors clear, while also meeting safety and accessibility goals. Specifically, it would still include a safe boarding area for a full two-car train, a wheelchair-accessible ramp, and a separated bike lane. More details are discussed below under “Alternatives Considered.”

Project response to community feedback

Key themes emerged across the project’s outreach, which are reflected in the proposed project.

Riders want faster and more reliable service – The Rider Survey and Neighborhood Survey identified improving transit reliability and travel times as the top priority. In meetings and pop-up events at transit stops, we also heard about experiences with bunching and gaps in service.

Proposed solutions: Implement transit lane on San Jose Avenue, stop consolidations, conversion of stop signs to traffic signals with transit signal priority

Transit stops feel unsafe and lack basic amenities – Safer access at stops was identified as the second highest priority improvement, after reliability/travel time, in the Rider Survey and Neighborhood Survey. At events and in meetings, community members noted the difficulty and discomfort of boarding directly from the street at many stops. At one pop-up, a person noted the history of crashes at stops without boarding islands or transit bulbs: “Good idea – just take[s] a little longer for parking but it beats getting hit.”

Proposed solutions: new transit bulbs and boarding islands and expanded boarding islands designed to accommodate amenities like shelters, seating and NextMuni predictions; improved lighting at one or more stops (through separate bus stop lighting project); new wheelchair-accessible stops on 19th Avenue and San Jose Avenue

Traffic safety improvements are badly needed – especially on San Jose Avenue. In addition to safety concerns specific to getting on and off Muni, we heard about traffic safety concerns for people walking, biking and driving across the corridor. Concerns about speeding on San Jose Avenue came up repeatedly, but we also heard about challenging pedestrian and driving conditions at all intersections where the train turns throughout the project area: 19th Avenue and Junipero Serra Boulevard, 19th Avenue and Randolph Street, Orizaba Avenue and Broad Street, Broad Street and San Jose Avenue, and by the Balboa Park BART Station terminus at San Jose Avenue and Geneva Avenue.

Proposed solutions: pedestrian bulbs, pedestrian islands, transit bulbs, new and expanded boarding islands that will narrow the roadway, transit lane, high-visibility crosswalks, stop signs, intersection redesign at San Jose Avenue and Broad Street

Stunt driving is an issue. We heard concerns about safety and street maintenance from stunt driving in the neighborhood, and we saw first-hand the damage it left on crosswalks and pavement within intersections on Randolph Street.

Proposed solutions: exhibition driving deterrent measures will be added at two locations

New traffic signals is a concern. We heard that the new traffic signals proposed on Randolph Street at Ramsell and Victoria streets could lead to speeding and congestion on side streets.

Proposed solutions: the new traffic signals would be designed to maximize pedestrian safety and keep traffic moving at a safe, steady speed; at night, when there's less traffic and transit service, traffic signal could function as all-way stop signs with flashing red lights to discourage speeding

Moving stop locations on Orizaba Avenue and on 19th Avenue could be difficult for riders. When our fall 2022 initial concept included consolidating and moving the stops at Orizaba Avenue, we heard from many community members that moving stops farther from Orizaba Avenue and Broad Street would make train riders have to walk farther to access a future library location at Brotherhood Way. In spring 2023, we shared a stop consolidation proposal on 19th Avenue that would have split the stop pairs—with the outbound stop left at the existing stop location at Randolph Street-south, and a new inbound stop relocated to the far side of Monticello Street. We heard from many community members that this would make it a longer walk to senior services, childcare, church services and food pantry events on Beverly Street and to transfer points for the 28 19th Avenue line.

Proposed solutions: no longer pursuing stop consolidation proposal at Orizaba Avenue; refined 19th Avenue stop moves to place the inbound and outbound stop pairs across from each other at Sargent Street, which is closer to key nearby trip generators and also reduces potential confusion over split stop placement

Losing parking is a concern. In discussing improvements that would require removing parking, such as transit bulbs, boarding islands and pedestrian bulbs, we heard in stakeholder meetings and events that losing parking was a concern. The neighborhood's hilly geography, lack of other nearby transit lines and the age and ability of residents make driving the only option for some.

Proposed solutions: sidewalk extensions on Broad Street and Randolph Street at transit stops are designed for the length of just the first car of a train instead of two train cars, with the second car opening its doors into the parking lane; approving a passenger loading zone at IT Bookman Community Center/Pilgrim Community Church (that was implemented in January 2024 to support the senior center's loading needs sooner) upon their request; shifting a transit boarding island away from the entrance of the Salvation Army SF All Nations Corp church upon their request on 19th Avenue to preserve more parking (while still including safety upgrades, a new wheelchair-accessible ramp and a separated bike lane); identified locations where new parking spots can be added through the project.

In-reach

In addition to engaging community members, the project team brought the proposal for review and feedback with many internal stakeholders, including SFMTA Accessible Services, the Livable Streets subdivision of SFMTA, the SF Fire Department, the SFMTA Community Advisory Committee, the SFMTA Multimodal Accessibility Advisory Committee, partners within the Transit Division and project managers for various related SFMTA projects.

ALTERNATIVES CONSIDERED

Several of the alternatives considered are discussed in the Stakeholder Engagement section above, such as the decision not to pursue stop removal at the Randolph and Orizaba intersection. Additional alternative design approaches we considered are discussed below.

19th Avenue at Sargent Street inbound boarding island

Project staff originally considered an inbound wheelchair-accessible boarding island at the nearside of 19th Avenue and Sargent Street before revising the location of the island, shifting it southward on the same block, to the far side of Monticello Street. This update was made in response to representatives from the adjacent Salvation Army SF All Nations Corp (a donation site and church), who expressed concerns about the boarding island impacting parking and loading. The recommended boarding island design proposal at the far side of Monticello Street would restore three on-street parking spaces and accommodate the loading needs of the church. The boarding island on Monticello would still include safety upgrades, a wheelchair-accessible ramp and a separated bike lane.

Installing an outbound transit bulb or island far side of Niagara Avenue (instead of nearside)

Project staff considered a transit bulb or boarding island at the far side of Niagara Avenue for the final outbound stop by the Balboa Park BART Station but found that the second train car would have to block the intersection at a far side stop while dropping off passengers due to a lack of space before the train turns into the train yard. Additionally, a wheel-chair ramp could not be added, and closing off access to San Jose Avenue from Niagara Avenue to build a longer bulb or island would block local circulation from a neighborhood with limited access options to San Jose Avenue. Upon further review, the project team determined that a nearside island at Niagara Avenue was the only way that the project could provide an alighting facility for all train doors separate from an active travel lane. This nearside design was also the only option for providing a key stop island at the far side of Niagara Avenue.

FUNDING IMPACT

The total cost for the M Ocean View Transit and Safety Project is estimated at \$24.3 million in year of expenditure dollars. This estimate covers detailed design and construction work that would be led by the Capital Programs & Construction subdivision of the SFMTA.

Table 2: Detailed project cost estimate

Source	Preliminary Engineering	Detailed Design	Construction	Total
Proposition K Transportation Sales Tax	\$1,144,742	-	-	\$1,144,742
Proposition B Population Baseline	-	\$2,340,000	-	\$2,340,000
Prop AA Vehicle Registration Fee	-	\$1,000,000	-	\$1,000,000
Transit Sustainability Fee	-	\$120,000	-	\$120,000
Transit and Intercity Rail Capital Program			\$19,668,000	\$19,668,000
TOTAL	\$1,144,742	\$3,460,000	\$19,668,000	\$24,272,742

ENVIRONMENTAL REVIEW

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).

PAGE 28.

On January 23, 2024, the San Francisco Planning Department reviewed the modifications to the TTRP.M (Travel Time Reduction Proposal for the M Ocean View Transit & Safety Project) 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.

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.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item. No additional approvals are required.

RECOMMENDATION

Staff recommends approving various parking and traffic modifications along the M Ocean View line in the Ocean View neighborhood as part of the M Ocean View Transit and Safety Project; designating Class II and Class IV bikeways on 19th Avenue between Beverly and Randolph (south) streets; and amending 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.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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 19th Avenue (for a 11-foot pedestrian bulb into Byxbee Street and a 6-foot pedestrian bulb into 19th 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. 19th Avenue, west side, from Randolph Street to 229 feet southerly (removes 10 parking spaces)
 - ii. 19th 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. 19th 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 19th 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 19th 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 19th 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 19th Avenue
- I. ESTABLISH – ONE WAY STREET
Randolph Street, eastbound, between Chester Avenue and 19th Avenue
- J. ESTABLISH – NOT A THROUGH STREET
Byxbee Street, southbound, at 19th 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. 19th Avenue, northbound, from Byxbee Street to Monticello Street
 - ii. 19th Avenue, northbound, from Sargent Street to Beverly Street
 - iii. 19th Avenue, southbound, from 197 feet south of Randolph Street (north) to Randolph Street (south)
 - iv. 19th Avenue, northbound, from Sargent Street to 90 feet southerly
- L. ESTABLISH – CLASS IV BIKE LANE
- i. 19th Avenue, northbound, from 40 feet south of Monticello Street to 142 feet north of Monticello Street
 - ii. 19th 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. 19th Avenue, east side, at Junipero Serra Boulevard
 - ii. 19th Avenue, east side, at Byxbee Street
 - iii. 19th 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 19th 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. 19th 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 19th 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.

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:

* * * *

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\01713428.docx

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.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency