

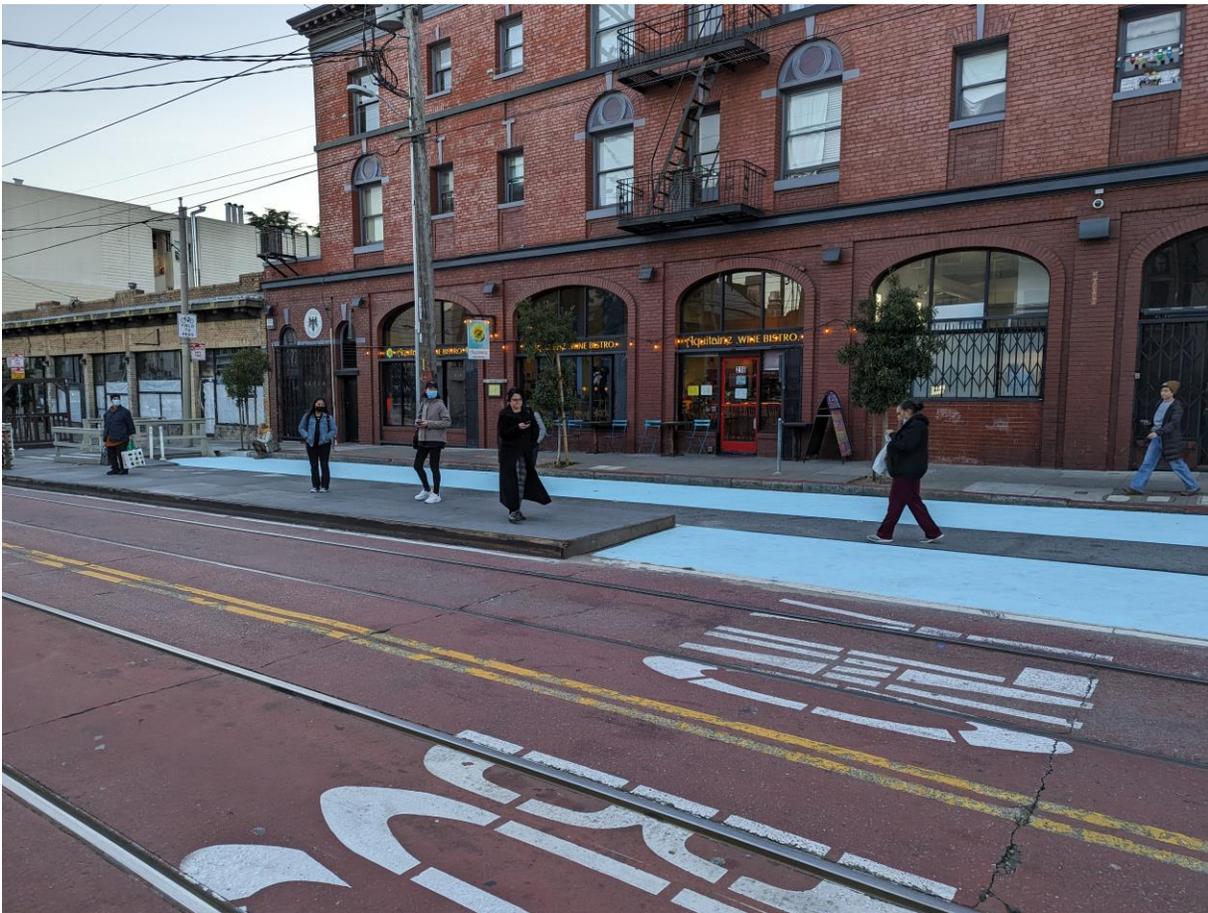
## SFMTA - TASC SUMMARY SHEET

<b>PreStaff_Date:</b> 2/28/2023 <b>Requested_by:</b> SFMTA <b>Handled:</b> Edgar Orozco <i>EOTA</i> <b>Section Head :</b> CL/MY <i>[Signature]</i>	<input type="checkbox"/> <b>Public Hearing Consent</b> <input checked="" type="checkbox"/> <b>Public Hearing Regular</b> <input type="checkbox"/> <b>Informational / Other</b> <small>PH - Regular</small>	<b>No objections:</b> _____ <b>Item Held:</b> _____ <b>Other:</b> _____
<b>Location:</b> Church Street between Market Street and 15th Street		
<b>Subject:</b> Transit and Pedestrian Improvements		
<b>PROPOSAL / REQUEST:</b> ESTABLISH - NO RIGHT TURN, EXCEPT BICYCLES AND MUNI Market Street, eastbound, at Church Street  ESTABLISH - TYPE IV BIKE LANE Church Street, southbound, from Market Street to 200 feet southerly  (Supervisor District 8)  The no right turn proposal would be compatible with the long-term design of the J Church Safety and Accessibility Project. The bike lane proposal is to legislate the existing bike lane that was previously implemented.  Edgar Orozco, edgar.orozco@sfmta.com		
<b>BACKGROUND INFORMATION / COMMENTS</b> *The J Church Safety and Accessibility Project plans to enhance the pedestrian, bike, and transit boarding experience on Church Street, south of Market Street.  *In December 2020, the project team restricted entry for Church Street, southbound, from Market Street to 15th Street except for Muni, taxis, bikes and commercial vehicles. Local and emergency access was maintained. A wooden boarding island and key stop were installed during this time. The boarding island is only long enough for a single 40-foot bus.  * The vision is to have a more comfortable space for transit customers to wait for the J and the 22-bus. While also creating more sidewalk space for people walking along Church and potentially allowing tables/chairs for the fronting businesses.  * Church Street is not on the bike route network. But the intent is to allow bicyclists to continue onto the block, without interacting with the trackway.		
<b>HEARING NOTIFICATION AND PROCESSING NOTES:</b>	<b>ENVIRONMENTAL CLEARANCE BY:</b> <input checked="" type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input type="checkbox"/> Pending	
<b>CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:</b> <input type="checkbox"/>		





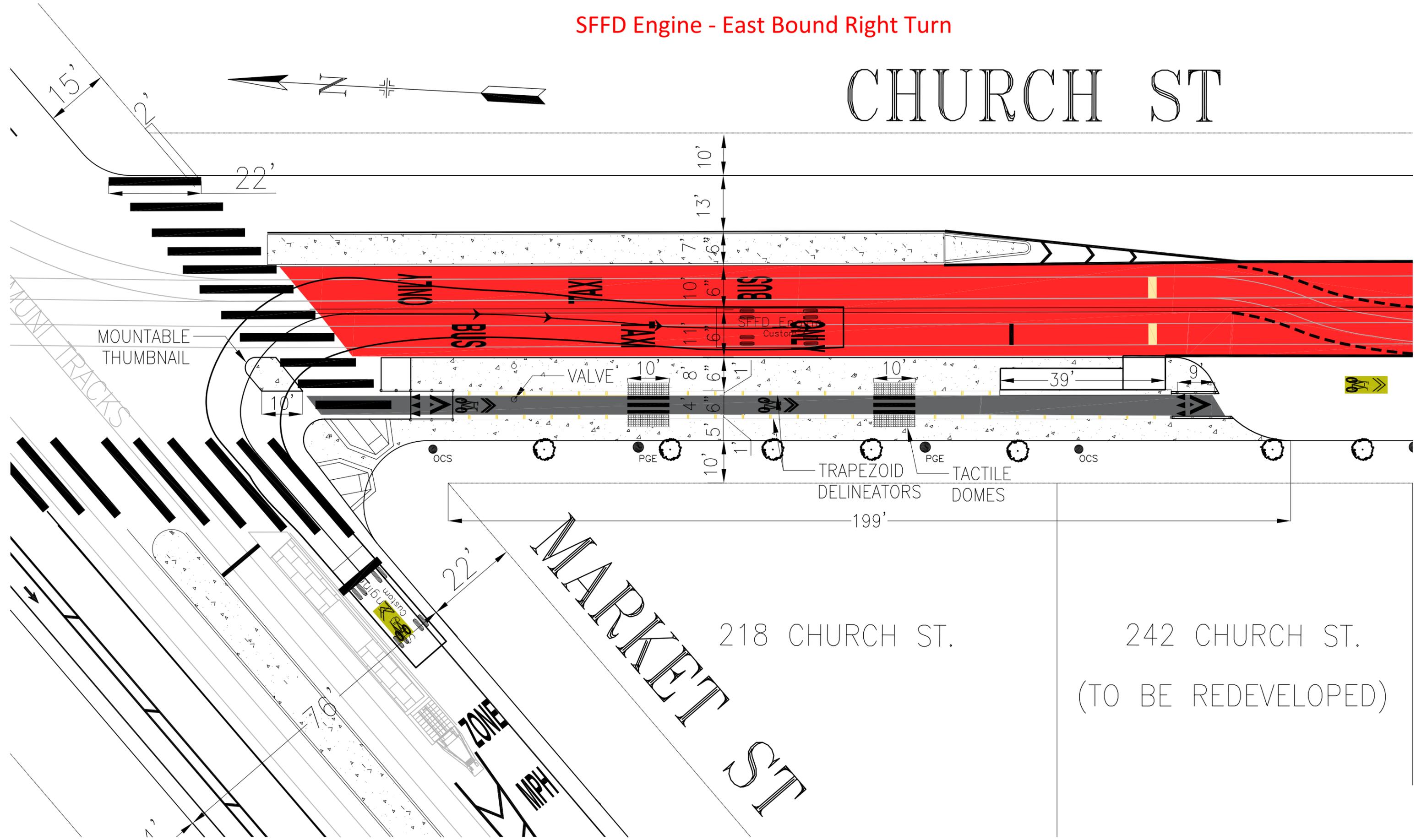
# EXISTING CONDITIONS





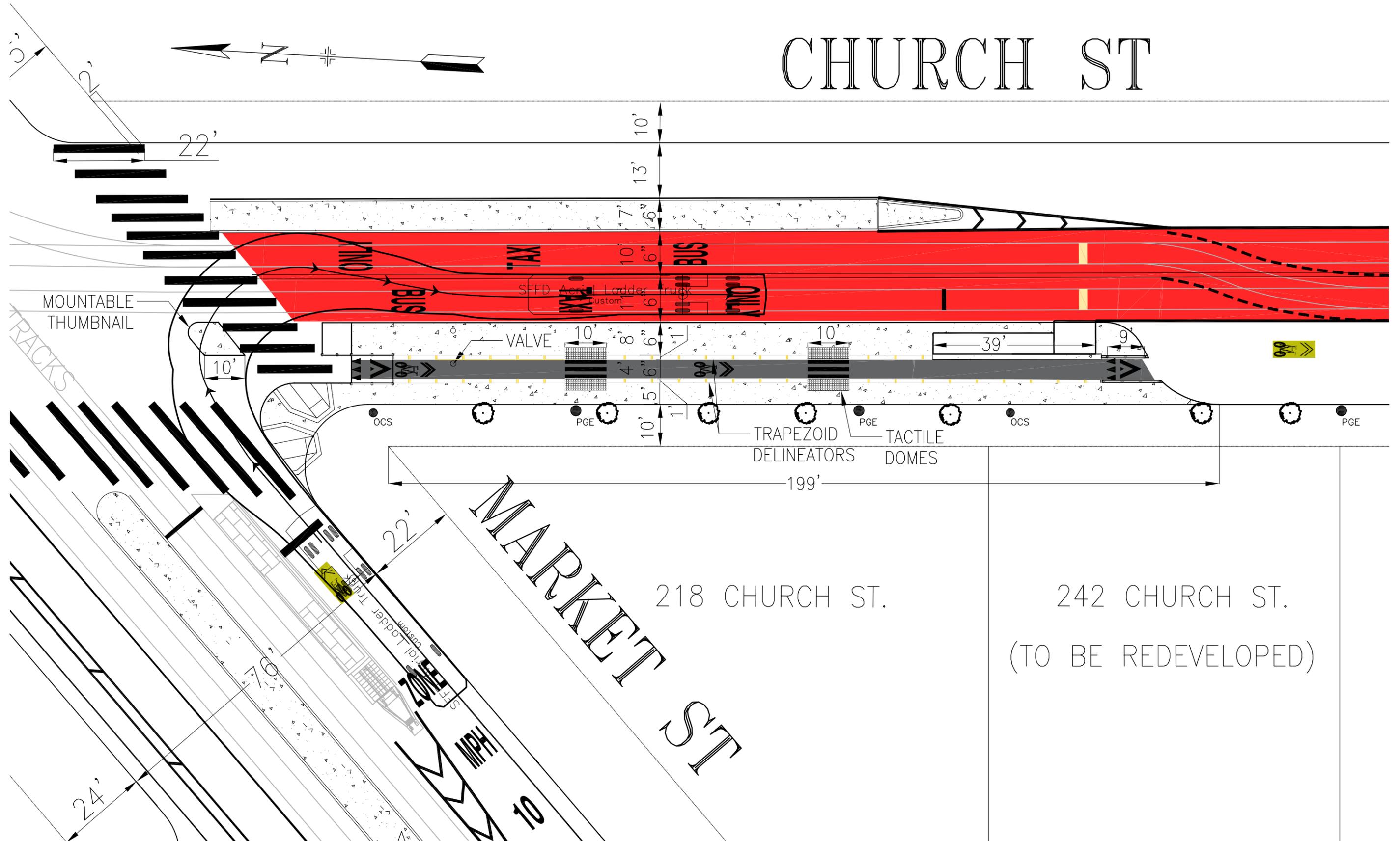
SFFD Engine - East Bound Right Turn

# CHURCH ST

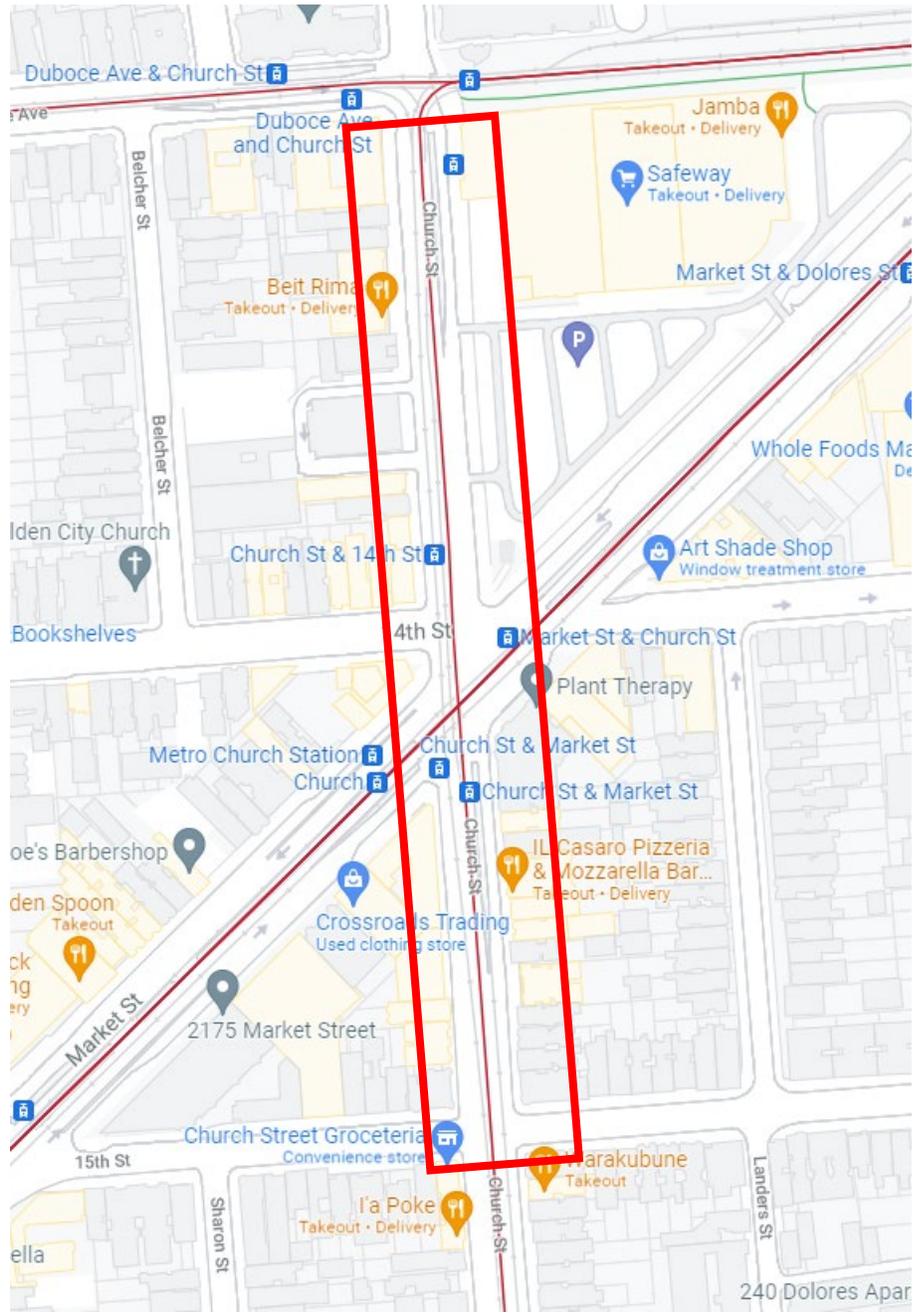


SFFD Ladder - East Bound Right Turn

CHURCH ST

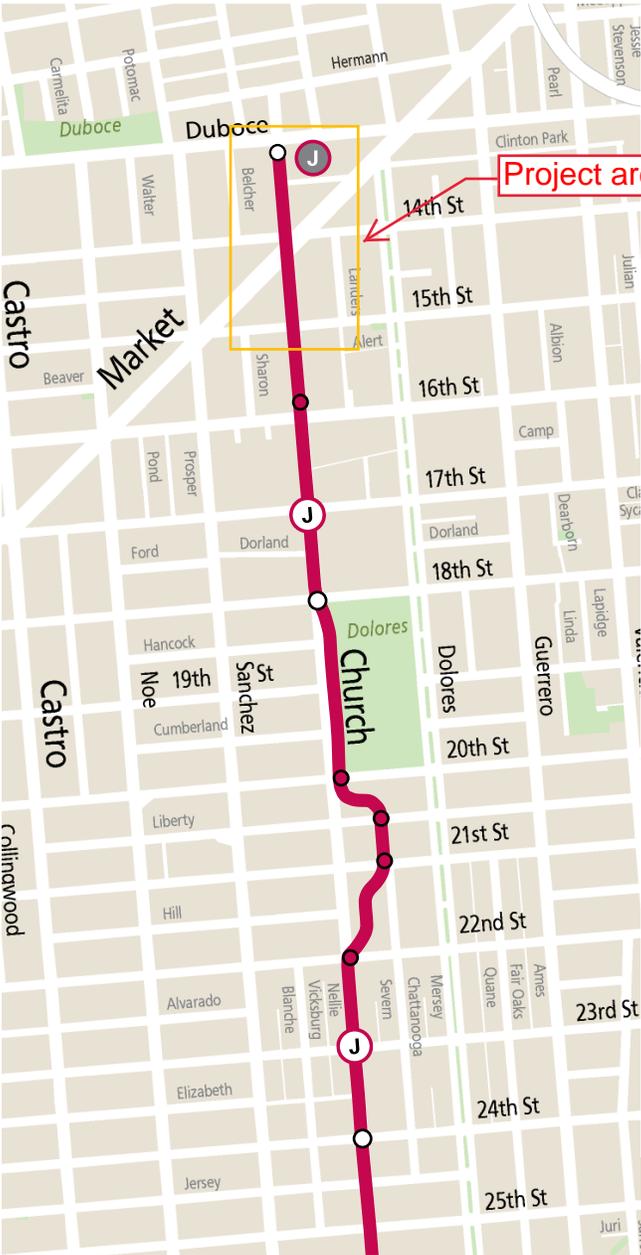


# PROJECT AREA

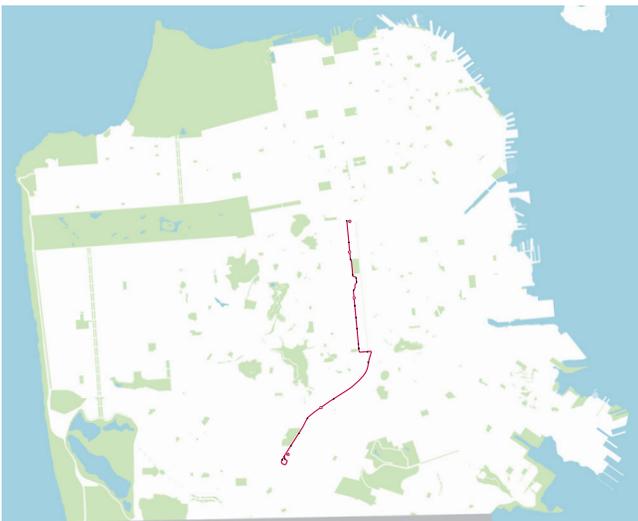
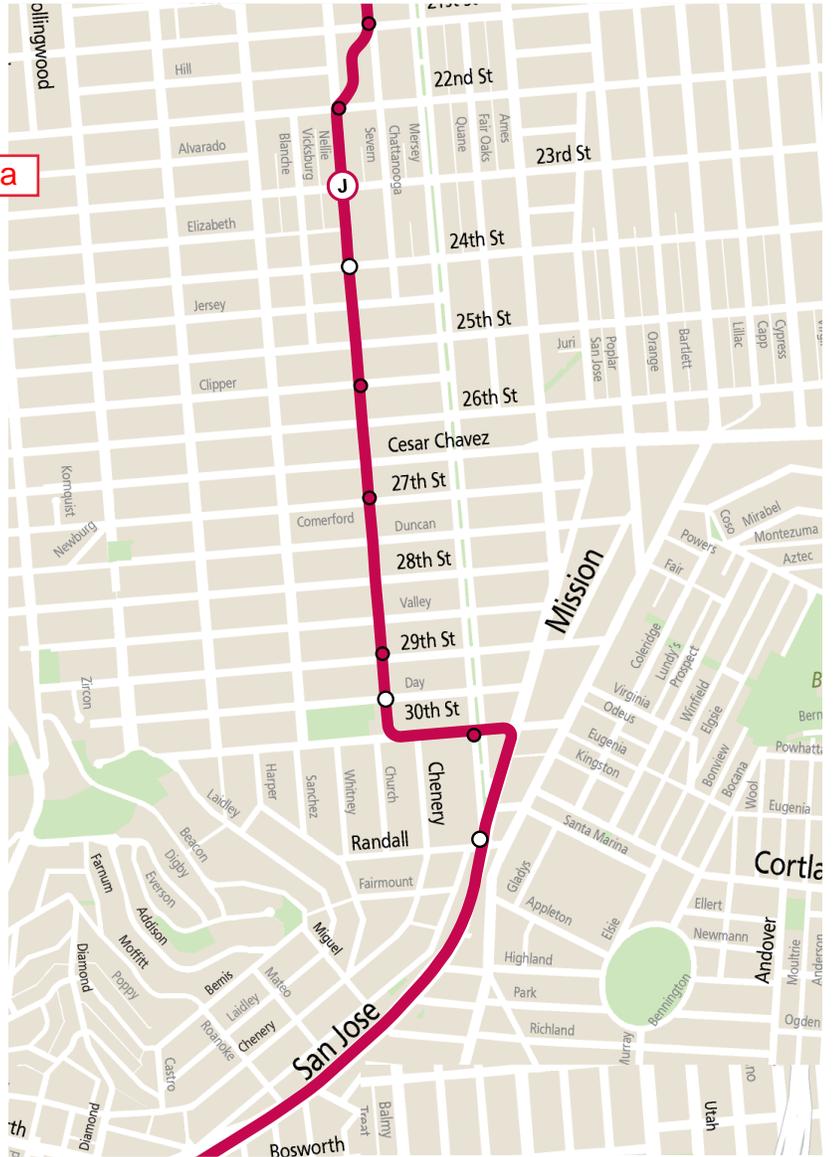




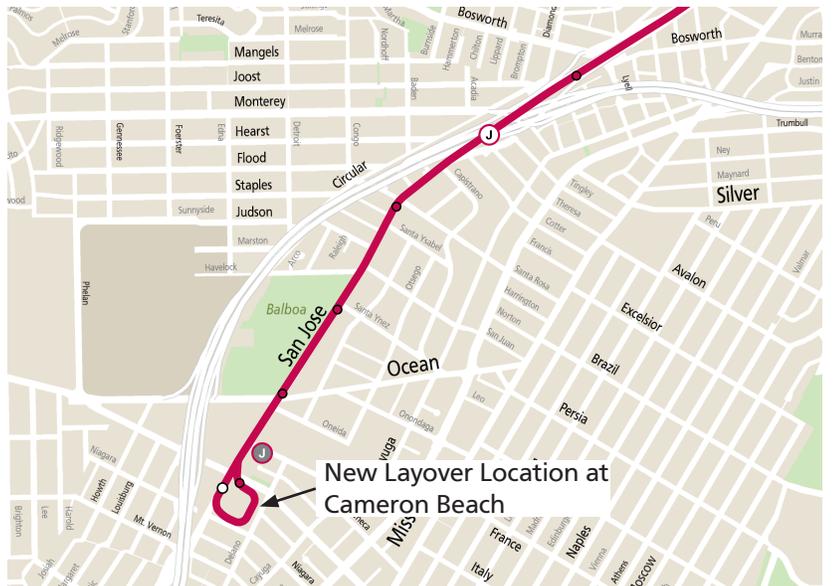
## Duboce to Noe Valley



## Noe Valley to San Jose



## San Jose to Balboa Park





# 22 Fillmore

effective 1/23/2021

## Marina District, Fillmore St, Castro/Upper Market, 16th St to UCSF Mission Bay



## SFMTA - TASC SUMMARY SHEET

<b>PreStaff_Date:</b> 10/14/2021 <b>Requested_by:</b> SFMTA Muni <b>Handled:</b> Darcie Alaba <i>DA</i> <b>Section Head :</b> CL <i>BT</i> for CL	<input type="checkbox"/> <b>Public Hearing Consent</b> <input checked="" type="checkbox"/> <b>Public Hearing Regular</b> <input type="checkbox"/> <b>Informational / Other</b> <small>PH - Regular</small>	<b>No objections:</b> _____ <b>Item Held:</b> _____ <b>Other:</b> _____
--	---	---

**Location:** Church Street between Duboce Avenue to 15th Street

**Subject:** J Church Transfer Improvement Project

**PROPOSAL / REQUEST:**

ROAD CLOSURE EXCEPT FOR MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES  
 Church Street, southbound, from Market Street to 15th Street (local and emergency access to be maintained)

ESTABLISH – TOW AWAY NO STOPPING ANY TIME  
 ESTABLISH – BUS ZONE  
 Church Street, west side, from Market Street to 199 feet southerly

ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES  
 Southbound Church Street at Market Street (local access and emergency access to be maintained)

ESTABLISH – NO RIGHT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES  
 Eastbound Market Street at Church Street (local access and emergency access to be maintained)

Darcie.alaba@sfmta.com (Supervisor District 8)  
 -- See next page for complete legislation--

**BACKGROUND INFORMATION / COMMENTS**

The J Church, which was suspended along with all other Muni Metro lines at the beginning of the COVID-19 pandemic, returned on December 19, 2020 as a surface-only route. As rail service was restored following its temporary suspension, the J Church was chosen to remain out of the Muni Metro subway because of surface-level route constraints which limit the line to one car trains. By turning back the J Church before it enters the subway we ensure that two-car trains are able to maximize the capacity of our subway system. In addition, traveling a shorter surface route saves travel time and improved reliability. Prior to the COVID-19 pandemic, poor reliability on the J Church meant that only 75% of trains were showing up within 5 minutes of the expected time. Now, reliability has improved to 90%.

The platform on the east side of Church Street south of Duboce Avenue now serves as the final inbound stop for the J Church surface-only route. To support this a new temporary accessible platform was added on this existing boarding island. In addition, a new temporary boarding zone and accessible platform were added on Church Street south of Market to serve as an outbound stop (replacing the stop north of Market Street, which is not wheelchair-accessible). This required restricting southbound Church between Market and 15th Street to Muni, paratransit, taxis, bicycles, and commercial vehicles, and associated parking changes.

This proposal will implement traffic and parking regulations that enable making the new, ADA accessible J Church stop on Church street south of Market permanent, as well as other parking change to improve J operations in the project area. The design of the permanent platform is still to be developed.

**HEARING NOTIFICATION AND PROCESSING NOTES:**

**ENVIRONMENTAL CLEARANCE BY:**

SFMTA  
  Attached  
  Pending

## J Church Transfer Improvement Project

- A. ROAD CLOSURE EXCEPT FOR MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES  
Church Street, southbound, from Market Street to 15th Street (local and emergency access to be maintained)
- B. ESTABLISH – TOW AWAY NO STOPPING ANY TIME  
ESTABLISH – BUS ZONE  
Church Street, west side, from Market Street to 199 feet southerly
- C. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES  
Southbound Church Street at Market Street (local access and emergency access to be maintained)
- D. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES  
Eastbound Market Street at Church Street (local access and emergency access to be maintained)
- E. ESTABLISH – NO LEFT TURN  
Westbound Market Street at Church Street  
Southbound Church Street at 15<sup>th</sup> Street (expands from the existing 7AM-7PM, Monday to Friday)  
Northbound Church Street at 15<sup>th</sup> Street (expands from the existing 7AM-7PM, Monday to Friday)
- F. RESCIND – BUS STOP  
Southbound Church Street nearside at 14<sup>th</sup> Street (boarding island stop previously for the J Church and the 22 Fillmore)
- G. RESCIND – METERED MOTORCYCLE PARKING  
Church Street, east side, from 75 feet to 89 feet north of 15<sup>th</sup> Street (removes 2 motorcycle stalls #233 and #235)
- H. ESTABLISH – NO PARKING ANY TIME  
Church Street, east side, from 75 feet to 89 feet north of 15<sup>th</sup> Street
- I. ESTABLISH – GREEN ZONE, 15-MINUTE TIME LIMIT, 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
- J. ESTABLISH– GREEN METER, 15-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH

SATURDAY

Market Street, south side, from 131 feet to 149 feet west of Church Street (meter space #2119)

K. ESTABLISH – GREEN METERS, 15-MINUTE TIME LIMIT, 9AM TO 9PM, MONDAY TO SATURDAY

Church Street, east side, from 5 to 45 feet north of 15th Street (meter spaces #237 and #239)

Church Street, east side, from 105 to 126 feet north of 15th Street (meter space #229)

L. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 9AM TO 9PM, MONDAY TO SATURDAY

Church Street, east side, from 126 feet to 188 feet north of 15<sup>th</sup> Street (meter spaces #223, #225 and #227)

Church Street, west side, from 15th Street to 163 feet north of 15<sup>th</sup> Street (meter spaces #226, #228, #230, #232, #234, #236 and #238)

M. ESTABLISH – TOW AWAY NO STOPPING ANY TIME

Church Street, west side, from 225 feet to 265 feet north of 14th Street

Darcie.alaba@sfmta.com  
(Supervisor District 8)

Legislation for Original Changes

The J Church, which was suspended along with all other Muni Metro lines at the beginning of the COVID-19 pandemic, returned on December 19, 2020 as a surface-only route. As rail service was restored following its temporary suspension, the J Church was chosen to remain out of the Muni Metro subway because of surface-level route constraints which limit the line to one car trains. By turning back the J Church before it enters the subway we ensure that two-car trains are able to maximize the capacity of our subway system. In addition, traveling a shorter surface route saves travel time and improved reliability. Prior to the COVID-19 pandemic, poor reliability on the J Church meant that only 75% of trains were showing up within 5 minutes of the expected time. Now, reliability has improved to 90%.

The platform on the east side of Church Street south of Duboce Avenue now serves as the final inbound stop for the J Church surface-only route. To support this a new temporary accessible platform was added on this existing boarding island. In addition, a new temporary boarding zone and accessible platform were added on Church Street south of Market to serve as an outbound stop (replacing the stop north of Market Street, which is not wheelchair-accessible). This required restricting southbound Church between Market and 15th Street to Muni, paratransit, taxis, bicycles, and commercial vehicles, and associated parking changes.

This proposal will implement traffic and parking regulations that enable making the new, ADA accessible J Church stop on Church street south of Market permanent, as well as other parking change to improve J operations in the project area. The design of the permanent platform is still to be developed.