



Elijah Saunders <elijah.saunders@sfcta.org>

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## Support for Item 6 SFMTA J Church Muni Forward (Prop K \$3,184,360)

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**Samuel Thomas** <samuelthomas174@gmail.com>  
To: clerk@sfcta.org  
Cc: safersan jose.info@gmail.com

Mon, Feb 13, 2023 at 12:50 PM

Dear SFCTA Board Members,

My name is Samuel Thomas, and I am emailing/calling on behalf of the movement for a Safer San Jose Ave in District 11. I live on San Jose Ave in Mission Terrace.

I support Item 6, J Church Muni Forward funding for the J Church line between Glen Park and Geneva. Improvements to the J Church line such as red lanes and other pedestrian safety measures are critical to improving safety along this stretch of San Jose, which is part of the Vision Zero Network.

We know this will be a great improvement, and we also look forward to additional measures in the future that will further increase safety on San Jose.

Safer San Jose now, safer streets for all!

Samuel Thomas  
D11 Mission Terrace Resident



Elijah Saunders &lt;elijah.saunders@sfcta.org&gt;

## Feb 14 hearing: Rethinking J Church MUNI Forward

'Chris Faust' via Clerk <clerk@sfcta.org>

Mon, Feb 13, 2023 at 4:30 PM

Reply-To: Chris Faust <faust@chrismary.com>

To: clerk@sfcta.org

Cc: "MandelmanStaff, [BOS]" <mandelmanstaff@sfgov.org>

Dear Chairman Mandelman and Commissioners,

Please consider this letter as public comment for your February 14 hearing.

Dependable public transportation and pedestrian safety are high priorities for our community. Therefore, on behalf of our community, I am asking you to reconsider and perhaps abandon the J Church MUNI Forward proposal as currently described. The project has serious flaws and inconsistencies that have us baffled as to how it was even put together. As described, it will not produce its intended goals, "reduce travel times and improve reliability along its surface route between Duboce Avenue and Balboa Park Station", or increase pedestrian safety. Instead, it will increase congestion, hinder trains and buses, and remove safe passage for pedestrians crossing Church Street. Furthermore, the project will likely have a negative effect on Upper Noe merchants on Church Street who are recovering from pandemic losses and just beginning to refill emptied storefronts.

Overall, there does not seem to be any need for this project as currently described as it does not address any present problem. For example:

1. A proposed transit bulb at 30th and Dolores OB would impede traffic and safety. Such a transit bulb was suggested in a previous project and abandoned. Instead, engineers solved the safety issue by adding bollards that prevent vehicles from going around the right side of streetcars while continuing to allow buses to pull to the curb. When no MUNI vehicles are present, vehicles can use the right lane to turn onto Dolores. A high percentage of the traffic turns at that intersection to get to the highway. A transit bulb would eliminate the right turn lane and back up traffic. A single vehicle waiting at a red light to go straight or left would back up all traffic, including buses and streetcars. Impatient traffic would divert onto Chenery to Randall, increasing risk and congestion around Dolores Huerta school, which is already highly congested in the morning.
2. Pedestrian bulbs at Chenery will prevent 36 Teresita buses from making a right turn from Chenery onto 30th Street. That turn is very tight. Parking was removed on 30th St to make it possible for the bus to make the turn without intruding into the oncoming lane. Otherwise, the bus would be blocked by oncoming westbound traffic, especially during rush hours. Furthermore, the volume of foot traffic at that intersection is extremely light and Chenery Street is not very wide.
3. A traffic signal on Church Street at 25th Street just makes no sense at all. 25th Street is not a popular travel route; vehicle and pedestrian cross traffic is light. That location is also removed from the more heavily used commercial areas where pedestrian and traffic safety is more pressing. A previous proposal included a traffic signal at Cesar Chavez where cross traffic is heavy and a light has been requested by the community. A light at 24th Street makes sense as well.
4. This item shows gross disregard for pedestrian safety: "Removal of all-way STOP-controlled intersections at up to 3 locations (Church/25th, Church/26th, Church/Cesar Chavez)." Indeed, our community has been seeking a more predictable pattern of stops along Church Street. We propose moving the stop sign from 26 Street, where cross traffic is light, to 28th Street which is in the middle of four blocks of unimpeded traffic that encourage high speed and cause confusion and daily incidents.
5. A transit bulb at Church/30th does not seem to serve any purpose whatsoever. Previously, the inbound stop for the streetcar was to be moved to the stop sign at 30th Street to eliminate the need for the streetcar to make a further full stop around the corner. Concerns for rider safety could be solved with bollards, such as those used on 30th at Dolores, which would prevent cars from going to the right of trains while continuing to enable buses to pull to the curb. If the stop is not to be moved to 30th Street and the proposal is for a bulb on Church Street, we question SFMTA's motivation.
6. Because SFMTA has made Sanchez Street a permanent Slow Street, adding any impediments to traffic along Church Street would appear to require traffic studies. We encourage them.

Overall, we have a concern that SFMTA treats Upper Noe as an impediment to a J-Church bullet train to downtown while ignoring the fact that riders have adjacent high-speed service with BART via Balboa and Glen Park Stations. The J's

passage through our community is a useful function that, in fact, only produces a minor effect on travel time. Concerns about reliability are best addressed through improved streetcar maintenance. Breakdowns are much too common. Perhaps that is the best use of the funds for this project.

Let's work together for a sensible plan.

Sincerely,

Christopher Faust  
President, Upper Noe Neighbors  
235 30th St  
San Francisco CA 94131  
415 205-5855  
<https://uppernoeneighbors.com/>



San Francisco  
County Transportation  
Authority

Elijah Saunders <elijah.saunders@sfcta.org>

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## I support a safer San jose

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**Sue Exline** <sue.exline@gmail.com>

Mon, Feb 13, 2023 at 3:12 PM

To: clerk@sfcta.org, asha.safai@sfgov.org

Cc: safersanjose.info@gmail.com, christian florensa <christian.florensa@gmail.com>

My name is Sue & I live in Mission Terrace with my husband and three kids. We all support Item 6, J Church Muni forward funding for the J church line between Glen Park and Geneva. Improvements such as red lanes and other ped safety measures are critical for our area. I have heard word that once again Noe valley residents seem to feel entitled to making sure that residents in the Outer Mission are not being heard. San Jose Ave in our neighborhood needs to reflect the needs of the kids and seniors in our community who need to be able to safely cross the streets and access reliable fast transit. We have had too many critical accidents and a slow J-church train for decades. Please move this funding forward.

Thank you,  
Sue



Elijah Saunders &lt;elijah.saunders@sfcta.org&gt;

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## Safer San Jose Avenue in D11-Agenda Item 6--Feb. 14-SFCTA Mtg

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Lisa Dunseth &lt;dunsethl@hotmail.com&gt;

Mon, Feb 13, 2023 at 4:53 PM

To: "clerk@sfcta.org" &lt;clerk@sfcta.org&gt;

Cc: "myrna.melgar@sfgov.org" &lt;myrna.melgar@sfgov.org&gt;, "rafael.mandelman@sfgov.org" &lt;rafael.mandelman@sfgov.org&gt;, "Safai, Ahsha (BOS)" &lt;ahsha.safai@sfgov.org&gt;

Dear SFCTA Commissioners Mandelman , Melgar, Chan, Dorsey, Engardio, Peskin, Preston, Ronen, Safai, Stefani, and Walton,

I write to comment on Item 6 from the February 14th meeting agenda: "J Church Muni Forward."

I am completely in favor of a safer San Jose Avenue in D11 and have been advocating for such, with my neighbors, for over sixteen years. In fact, you are invited to join us this afternoon for our Have-A-Heart Pedestrian Safety Walk along San Jose Avenue at 3:30 (February 14th.)

Pedestrian safety matters a great deal to me and all of my neighbors. What we need is traffic controls—as in stop signs—at Havelock, Paulding, and Baden. We need to be able to safely cross the street to get to the park, the ice cream store, the deli, and to the streetcar. We need traffic cop enforcement.

I believe you have already decided that a center red lane for the streetcar is the solution but this is a short-sighted "fix." It may initially slow down car traffic a bit because it will be new and confusing. But confused-drivers is not a good thing.

Because of the need for cars to make left-turns the red lane itself becomes pointless and ineffective. Northbound San Jose drivers, between Ocean and Capistrano, have eight opportunities to turn left—which means they would have to drive in the red lane. Southbound drivers have seven opportunities to turn left which means they too would have to drive in the red lane. This defeats the purpose of having a red lane.

And you can't just make all left turns illegal—people need to be able to turn onto their street, into the park, onto the road to the police station, and onto the overpasses to exit the neighborhood.

Also, the red lane would not speed up the streetcar. In fact, the D11 section of the J Church line is not the part of the route which causes delays.

The red lane proposal is an incomplete answer to our problem of pedestrian safety and speeding vehicles. In fact the red lane will create other problems for those of us who live here. The red lanes will force all moving traffic to the lane adjacent to resident's parked cars—that will make it more unsafe for them to get into and out of their cars. It will also increase the likelihood of cyclists being "doored."

If you want to make San Jose Avenue safer for pedestrians we need traffic controls and safer crosswalks.

Thank you for your attention to this important matter. Please let me know if you have any questions.

Sincerely,

Lisa Dunseth  
Mission Terrace



Elijah Saunders <elijah.saunders@sfcta.org>

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## Support for Item 6 SFMTA J Church Muni Forward (Prop K \$3,184,360)

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**Nick Perry** <nickperry@gmail.com>  
To: clerk@sfcta.org

Mon, Feb 13, 2023 at 12:45 PM

Dear SFCTA Board Members,

My name is Nick Perry and I am emailing as part of the movement for a Safer San Jose Avenue in District 11. I support Item 6, J Church Muni Forward funding for the J Church line between Glen Park and Geneva.

As a resident living on San Jose Avenue near Balboa Park, I see and experience the street's unsafe conditions every day. Today, the street has a dangerous combination: speeding cars that use the four lanes of traffic as a mini-freeway, children and seniors trying to cross the street to get to and from Balboa Park and other popular destinations, and a Muni line which makes installing additional stop lights/signs a challenge from a transit-operations standpoint.

I support transit-only red center lanes for the J Church and other features that will make the street safer for pedestrians and improve the efficiency of the J Church line for Muni-riders. These improvements will help clarify the street's role as a transit corridor, encourage drivers to follow the speed-limit, and make it easier for pedestrians to safely cross the street.

I encourage you to support this funding allocation and improvements that will make San Jose Avenue safer for all.

Thank you,

Nick Perry  
San Jose Avenue



Elijah Saunders <elijah.saunders@sfcta.org>

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## Support for Item 6 SFMTA J Church Muni Forward (Prop K \$3,184,360)

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'Jim Marshall' via Clerk <clerk@sfcta.org>  
Reply-To: Jim Marshall <rjmarshall58@aol.com>  
To: clerk@sfcta.org  
Cc: Safer San Jose <safersanjose.info@gmail.com>

Mon, Feb 13, 2023 at 1:43 PM

To whom it may concern:

My name is Robert Marshall. I live on San Jose Ave and I am emailing on behalf of the movement for a Safer San Jose Ave in District 11.

I support Item 6, J Church Muni Forward funding for the J Church line between Glen Park and Geneva. Improvements to the J Church line such as red lanes and other pedestrian safety measures are critical to improving safety along this stretch of San Jose Ave, which is part of the Vision Zero Network. We know this will be a great improvement, and we also look forward to additional measures in the future that will further increase safety on San Jose.

Safer San Jose now, safer streets for all!

Yours truly,

Robert Marshall



Elijah Saunders &lt;elijah.saunders@sfcta.org&gt;

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## Support for Item 6 SFMTA J Church Muni Forward (Prop K \$3,184,360)

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**Andra Zamacona** <azamacona@gmail.com>  
To: clerk@sfcta.org

Mon, Feb 13, 2023 at 4:10 PM

- My name is Andra Zamacona, and I am emailing on behalf of the movement for a Safer San Jose Ave in District 11
- I have lived in the Mission Terrace neighborhood for 16 years and cross San Jose Ave at least once a day to either go to the dog park or to the Balboa swimming pool. Over the years I have seen several accidents and many, many near-misses involving pedestrians attempting to cross San Jose Ave. Vehicles speed constantly and drivers seem to be unaware of any pedestrians. I am extremely careful when crossing. There are many older residents who are particularly vulnerable.
- I support Item 6, J Church Muni Forward funding for the J Church line between Glen Park and Geneva
- Improvements to the J Church line such as red lanes and other pedestrian safety measures are critical to improving safety along this stretch of San Jose, which is part of the Vision Zero Network
- We know this will be a great improvement, and we also look forward to additional measures in the future that will further increase safety on San Jose

Thank you for the steps you are taking to increase the safety on this road. You will be protecting the families that live here.

Andra Zamacona  
[azamacona@gmail.com](mailto:azamacona@gmail.com)





Elijah Saunders <elijah.saunders@sfcta.org>

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## Support for Item 6 SFMTA J Church Muni Forward (Prop K \$3,184,360)

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Ankit Khambhati <akhambhati@gmail.com>  
To: clerk@sfcta.org

Mon, Feb 13, 2023 at 4:46 PM

To whom it may concern:

My name is Ankit Khambhati, and I am emailing on behalf of the movement for a Safer San Jose Ave in District 11.

As a parent of a two year old toddler, my family and I frequently walk along the stretch of San Jose Ave between Geneva Ave and Baden Ave -- particularly to access BART and Balboa Park. I am HIGHLY concerned about the severity and speed of traffic on San Jose Ave.

I support Item 6, J Church Muni Forward funding for the J Church line between Glen Park and Geneva.

Improvements to the J Church line such as red lanes and other pedestrian safety measures are critical to improving safety along this stretch of San Jose, which is part of the Vision Zero Network.

We know this will be a great improvement, and we also look forward to additional measures in the future that will further increase safety on San Jose.

Safer San Jose now, safer streets for all!

Thank you,  
Ankit



Elijah Saunders <elijah.saunders@sfcta.org>

## Support Red Lanes for J Church Line Item 6

Prudence Hull <prudence.hull@gmail.com>  
To: clerk@sfcta.org

Mon, Feb 13, 2023 at 1:23 PM

Hello,

I live on Havelock Street across from the Balboa Park Swimming Pool, a half block from San Jose Avenue in Mission Terrace. **I strongly support red transit lanes for the J-Line in my neighborhood**, from Cotter Street to Geneva Avenue.

Design improvements to slow traffic and improve pedestrian safety are sorely needed along this stretch of SJ Ave, and I hope additional measures, as well as the Vision Zero Network, will support safety in our community.

I invite you all to join us Feb 14 at 3:30pm for our **Have-A-Heart & Drive With Care Pedestrian Safety Walk**, starting in Balboa Park at SJ Ave and Santa Inez Avenue.

--  
**warm regards,**  
**Prudence Hull**



Safety Walk 2023.png  
3339K

**Calling All Mission Terrace Neighbors & Friends!**

**Join us  
Valentine's Day  
Tuesday, February 14, 2023  
For Another  
Have-A-Heart—Drive With Care  
Pedestrian Walk  
3:30 p.m.  
Balboa Park (San Jose at Santa Ynez)**

**The City Needs To Know:  
We need crosswalks, stop signs, traffic lights, and enforcement NOW.  
Bring your friends, make a sign, lead a chant, meet your neighbors and  
Let's Take A Safety Walk  
along San Jose Avenue toward the Red Sea  
and then back towards the Roxie Market.**

**Let's make some noise, have fun, and be safe. See you there.**

**Questions?  
[nmtiasf@gmail.com](mailto:nmtiasf@gmail.com)**





Elijah Saunders <elijah.saunders@sfcta.org>

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## Support Red Lanes for the J Church Line

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Hi T <jtstvtrt@gmail.com>  
To: clerk@sfcta.org

Mon, Feb 13, 2023 at 5:00 PM

Hello,

I support the red lane for the J church.

The traffic is way too fast on San jose.

There needs to be traffic calming and bicycle and pedestrian safety.

Im in **Support Red Lanes for the J Church Line**

**Sabine Taliaferro**  
**resident district 11**



Elijah Saunders <elijah.saunders@sfcta.org>

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## Support SFCTA Item 6 - J Church Muni Forward Funding (Feb 14)

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Sheila Chung Hagen <sheila.chung.hagen@gmail.com>  
To: clerk@sfcta.org

Mon, Feb 13, 2023 at 4:55 PM

Dear Commissioners,

My name is Sheila Chung Hagen and I'm a Mission Terrace resident urging you to **support Item 6, which includes Prop K funding for J Church Muni Forward, on the SFCTA agenda for Tues, February 14, 2023**. My family and neighbors, most of whom are seniors and families with young children, need a safer San Jose Avenue to access Balboa Park, Muni and BART stops, small businesses along the corridor, and nearby schools (Balboa High and Denman Middle School). Improvements to the J Church line such as pedestrian safety measures will help us get closer to the Vision Zero Network goals, which our neighborhood in District 11 has repeatedly called for and sorely needs.

Thank you and look forward to your leadership on this item.

Warmly,  
Sheila Chung Hagen  
Mission Terrace (District 11) Resident