

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 210615-078

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on Anza Street; and,

WHEREAS, The SFMTA is committed to making San Francisco a Transit First city that prioritized non-private automobile transportation; and,

WHEREAS, The Class II bike lanes have been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The SFMTA has proposed lane reductions and traffic and parking modifications along Anza Street between 30<sup>th</sup> Avenue and Masonic Avenue as follows:

- A. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) - Anza Street, eastbound, south side, between 30<sup>th</sup> Avenue and Parker Avenue; Anza Street, eastbound, south side, between Blake Street and Masonic Avenue; Anza Street, westbound, north side, between 30<sup>th</sup> Avenue and Blake Street
- B. ESTABLISH – CLASS III BIKEWAY (BIKE ROUTE) - Anza Street, eastbound, south side, between Parker Avenue and Blake Street; Anza Street, westbound, north side, between Blake Street and Masonic Avenue
- C. ESTABLISH – SPEED CUSHIONS - Anza Street, between Blake Street and Collins Street (one 3-lump speed cushion); Anza Street, between Collins Street and Wood Street (one 3-lump speed cushion)
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME - Anza Street, north side, from 14<sup>th</sup> Avenue to Funston Avenue; Anza Street, south side, from 14<sup>th</sup> Avenue to Park Presidio
- E. RESCIND – RIGHT LANE MUST TURN RIGHT - Anza Street, eastbound, south side, from Beaumont Avenue to Parker Avenue
- F. RESCIND – THRU TRAFFIC MERGE RIGHT - Anza Street, westbound, north side, from Loraine Court to Almaden Court
- G. RESCIND – LEFT LANE MUST TURN LEFT - Anza Street, westbound, north side, from Almaden Court to Arguello Boulevard; and,

WHEREAS, The proposed Anza Street Bike Lanes Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for minor alterations to existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On April 14, 2021, the Planning Department determined that the proposed Anza Street Bike Lanes Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves bicycle, parking and traffic modifications, as set forth in items A through G above, along Anza Street between 30<sup>th</sup> Avenue and Masonic Avenue associated with the Anza Street Bike Lanes Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 15, 2021.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency