

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit Services

BRIEF DESCRIPTION:

Approving further parking and traffic modifications along the 30 Stockton Muni transit corridor on Chestnut Street to correct directional inaccuracies approved at the March 15, 2016 MTA Board meeting.

SUMMARY:

- The SFMTA Board approved parking and traffic modifications on Chestnut Street on March 15, 2016.
- The approved modifications included several directional inaccuracies.
- This calendar item corrects these directional inaccuracies.

ENCLOSURES:

1. SFMTA Board Resolution
2. SFMTA Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
3. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
4. Mitigation Monitoring and Reporting Program
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

APPROVALS:

DATE

DIRECTOR _____ 4/11/16

SECRETARY R. Boomer _____ 4/11/16

ASSIGNED SFMTAB CALENDAR DATE: April 19, 2016

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PURPOSE

Approving further parking and traffic modifications along the 30 Stockton Muni transit corridor on Chestnut Street to correct directional inaccuracies approved at the March 15, 2016 MTA Board meeting.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

DESCRIPTION

On March 15, 2016, the SFMTA Board approved the two parking and traffic modifications below that included incorrect directional notations indicated with *italics*.

RESCIND – BUS ZONE- Chestnut Street, north side, from Pierce Street to 75 feet (*missing direction*); Chestnut Street, south side, from Gough Street to 75 feet *westerly*; Chestnut Street, north side, from Gough Street to 75 feet *easterly*.

ESTABLISH – LEFT-TURN LANE - Chestnut Street, westbound, at *eastbound* Fillmore Street.

Specifically, the SFMTA proposes the following to correct these directional inaccuracies:

RESCIND – BUS ZONE- Chestnut Street, north side, from Pierce Street to 75 feet **westerly**; Chestnut Street, south side, from Gough Street to 75 feet **easterly**; Chestnut Street, north side, from Gough Street to 75 feet **westerly**.

ESTABLISH – LEFT-TURN LANE - Chestnut Street, westbound, at Fillmore Street.

FUNDING IMPACT

None.

PUBLIC OUTREACH

The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process as described in the March 15, 2016 SFMTA Board calendar item.

ENVIRONMENTAL REVIEW

The TEP Final Environmental Impact Report (FEIR), Case No. 2011.0558E, 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).

The TEP Final Environmental Impact Report (FEIR) certified by the SF Planning Commission on March 27, 2014, analyzed TTRP.30_2 at a program level. Subsequently, a project-level proposal for these improvements was developed and a supplemental transportation analysis was undertaken to ensure the impacts from the project level fell within the environmental impact thresholds analyzed in the certified FEIR. All of the project proposals are within the scope of the TTRPs defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.30_1 and the proposals for TTRP.30_2 described here and determined that the proposed project is within the scope of the TEP FEIR. A subset of TEP MMRP that pertinent to the TTRP.30_1 and TTRP.30_2: 30 Stockton is on file with the Secretary of the SFMTA Board of Directors.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Approving further parking and traffic modifications along the 30 Stockton Muni transit corridor on Chestnut Street to correct directional inaccuracies approved at the March 15, 2016 MTA Board meeting

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On March 15, 2016, the SFMTA Board approved the two parking and traffic modifications below that included incorrect directional notations:

RESCIND – BUS ZONE- Chestnut Street, north side, from Pierce Street to 75 feet (*missing direction*); Chestnut Street, south side, from Gough Street to 75 feet *westerly*; Chestnut Street, north side, from Gough Street to 75 feet *easterly*.

ESTABLISH – LEFT-TURN LANE - Chestnut Street, westbound, at *eastbound* Fillmore Street.

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the following to correct these directional inaccuracies:

- A. RESCIND – BUS ZONE- Chestnut Street, north side, from Pierce Street to 75 feet **westerly**; Chestnut Street, south side, from Gough Street to 75 feet **easterly**; Chestnut Street, north side, from Gough Street to 75 feet **westerly**.
- B. ESTABLISH – LEFT-TURN LANE - Chestnut Street, westbound, at Fillmore Street.

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process as described in the March 15, 2016 MTA Board calendar item; and,

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR), Case No. 2011.0558E , certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, Approval for parking and traffic modifications to implement various projects along the 30 Stockton Muni transit corridor included in the Travel Time Reduction Proposals of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), relies on said FEIR, and information pertaining to the FEIR is set forth in a SFMTA Resolution No 14-041, which is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted approval 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), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. The actions approved herein would no necessitate implementation or additional or considerably different mitigation measures that those identified in the FEIR; and,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications along the 30 Stockton Muni transit corridor, as set forth in items A through B above, to correct the directional inaccuracies in two parking and traffic modifications approved on March 15, 2016.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 19, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency