

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 190716-087

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The Central Subway Project will improve public transportation in San Francisco by extending the Muni Metro T Third Line through SoMa, Union Square and Chinatown, providing a direct, rapid transit link between downtown and the existing T Third Line route on 3rd Street; and,

WHEREAS, The design of 4th Street between Harrison and King streets is critical to the successful operation of the Central Subway and is the location where the T Third Line will transition from surface operation to subway operation; and,

WHEREAS, The San Francisco Municipal Transportation Agency has identified design modifications to 4th Street between Harrison and King streets that will improve transit operations and safety, including reducing travel time for Muni's T Third and N Judah lines, reducing conflicts between transit vehicles (including LRVs and buses) and general traffic, and allowing Muni's 30 Stockton and 45 Union/Stockton routes to follow a more direct alignment; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of parking and traffic modifications on 4th Street between Harrison and King streets to optimize transit operations and safety as part of the Central Subway Project as follows:

- A. ESTABLISH – MUNI RIGHT-OF-WAY - 4th Street, southbound, from Bryant Street to Brannan Street
- B. ESTABLISH – NO LEFT TURN - 4th Street, northbound, at King Street; 4th Street, southbound, at King Street; Brannan Street, eastbound, at 4th Street; King Street, eastbound, at 4th Street; Townsend Street, eastbound, at 4th Street
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 4th Street, east side, from Harrison Street to Perry Street
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - 4th Street, west side, from Harrison Street to 115 feet southerly; 4th Street, west side, from Bryant Street to 20 feet southerly
- E. ESTABLISH – TOW-AWAY, NO PARKING, PASSENGER LOADING ONLY, 5 PM TO 2 AM, EVERYDAY - 4th Street, west side, from 20 to 60 feet south of Bryant Street
- F. ESTABLISH - METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 5 PM, MONDAY THROUGH SATURDAY - 4th Street, west side, from 20 to 60 feet south of Bryant Street
- G. ESTABLISH – GENERAL METERED PARKING - 4th Street, west side, from 109 to 205 feet south of Brannan Street

- H. ESTABLISH – ONE-WAY STREET - 4th Street, southbound, from Bryant Street to Townsend Street
- I. ESTABLISH – RIGHT TURN ONLY - 4th Street, northbound, at Townsend Street
- J. ESTABLISH – LEFT TURN ONLY - Welsh Street, westbound, at 4th Street
- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 4th Street, northbound, at King Street
- L. ESTABLISH – LEFT LANE MUST TURN LEFT - 4th Street, southbound, at Townsend Street
- M. RESCIND – NO LEFT TURN - 4th Street, southbound, at Townsend Street; 4th Street, southbound, at Brannan Street; 4th Street, southbound, at Freelon Street
- N. RESCIND – LEFT LANE MUST TURN LEFT - 4th Street, southbound, at Bryant Street; and,

WHEREAS, The Central Subway Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (Final SEIS/SEIR) evaluated the environmental impacts of the Central Subway Project; on August 7, 2008, the San Francisco Planning Commission certified the Final SEIR (Case No. 1996.281E); on August 19, 2008, the SFMTA Board of Directors approved Resolution 08-150 adopting Central Subway Project Alternative 3B as the Locally Preferred Alternative, the CEQA Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan; The Federal Transportation Agency (FTA) adopted the record of Decision on the Final SEIS on November 26, 2008; and,

WHEREAS, On June 10, 2019, the FTA determined that changes described in the Modified Project do not constitute a substantial change to the Approved Project, and with the mitigation specified in the re-evaluation, the changes would not cause significant environmental impacts that have not been previously evaluated and no SEIS nor Environmental Assessment is necessary; and,

WHEREAS, On June 26, 2019 the San Francisco Planning Department issued Addendum No. 3 to the Final SEIR and determined that the Modified Project would not cause new significant impacts that were not identified in the Final SEIS/SEIR or subsequent addenda, no new mitigation measures would be necessary to reduce significant impacts and no supplemental environmental review is required beyond the addendum; and,


WHEREAS, Copies of the Final SEIS/SEIR, the Planning Department's CEQA determination related to the Modified Project and the FTA's NEPA determination related to the Modified Project are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and are 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 through the public hearing process; now, therefore, be it

RESOLVED, That the SFMTA Board has reviewed and considered the Central Subway Final SEIS/SEIR and record as a whole, and finds that the Central Subway Final SEIS/SEIR is adequate for the Board's use as the decision-making body for the actions taken herein, and incorporates the CEQA findings by this reference as though set forth in this Resolution; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications, as set forth in items A through N above, along 4th Street between Harrison and King streets associated with the Central Subway Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 16, 2019.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency